



# **messing about in BOATS**

**Special Features This Issue**  
Wooden Boat Show - Depoe Bay Boat Show  
Passionella...a \$10 Skiff - Strip Plank Construction

Volume 16 - Number 8

September 1, 1998



# messing about in BOATS

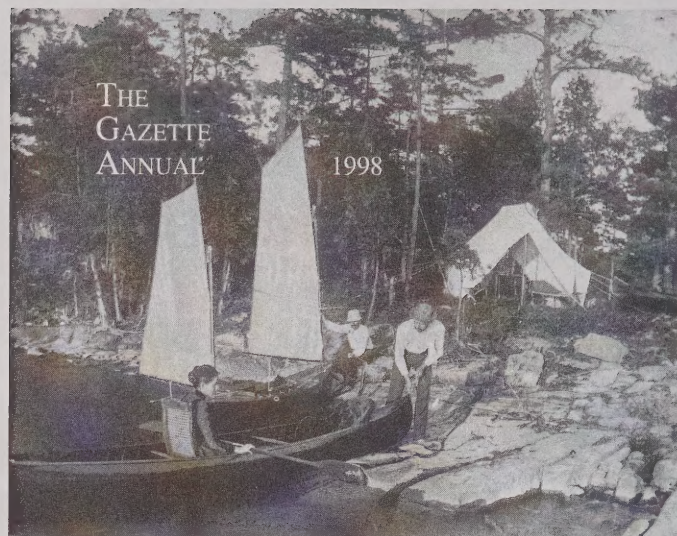
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## In Our Next Issue...

Hugh Ware reports on Boston's Antique & Classic Boat Festival in "Not Your Usual Boat Festival"; and I will provide some photo coverage and commentary on "The Blackburn Challenge".

L.W. Lord tells us how "I Bought a Sailboat"; Robert Peterson chronicles a bad trip in "Not a Nice Voyage"; Ron Hodinott brings us Part 1 of "Whisper's Michigan Sojourn"; Rick Klepfer has Part 3 of "Scandinavian Semester"; and Tom presents another excerpt from his book *The Odd-A-Tea*, "First Ship of the Navy".

Buckley Smith is back with more nostalgia in "A Sharpie for 32 Seasons"; and Hugh Ware brings us "A Shipyard Scene" in photos.

Paul Bennet describes his boat you can build in "The Sagamore Tender"; Richard Carsen's Dreamboats series continues with "The Lob-Sided Vesica"; and Phil Bolger will have Part 1 of his "Double Eagle Cat".

Looking at wood, we have details on "Hollywood"; and a rundown on some of the exotic woods we use in boatbuilding in "What Wood Is That?"

## On the Cover...

No, they're not toy tugs in a tub, they're toy tugs big enough to ride around in, gathered in late 1997 at Newport Beach, California for a harbor cruise. All are Berk Eastman designs, and from top left clockwise they are:

*Bug Tug*, a 16' twin screw electric tug built as a prototype by Berk Eastman about 8 years ago, now owned by Greg Finck of Newport Beach, California.

*Hercules*, a 9' Micro-Tug 9 built by Bill Smith of Oceanside, California, which was the first 9' tug built about 7 years ago, powered by a 15hp outboard.

*Toot-N-Tug*, a 14' electric propelled Candu-EZ tug boat built by Roger Balling of Santa Ana, California, just recently completed.

*Perfect 10*, a Perfect 10 built by Berk Eastman and now owned by Mike McLeod of San Marcos, California, powered by a 30hp outboard.

*Candu-EZ*, a 14' electric propelled Candu-EZ tug boat built by Berk Eastman as a plans built prototype.

## Commentary...

I get a lot of printed matter relating to boats in the mail. Much of it is pretty interesting, especially the newsletters from various organizations out there attempting to sustain and promote their particular interest.

At the low end of the budget scale are the simple copy shop folders, their "graphics image" nonexistent, their content often parochial in focus on local people and their efforts, but sometimes including topics of more widespread geographical interest. These come mostly from clubs, occasionally from smallish non-profit groups.

The high end on the budget scale reflects much money being spent for professionally published products, magazines even. These usually come from the more well endowed maritime museums. While professionalism is manifest in the graphics, layout, paper quality etc., content can still often be parochial, with heavy emphasis on fund raising for new endeavours, and on expressions of appreciation for the folks who work hard as volunteers or dig deep into their wallets to support the organization. While this content is important to those involved, it is often not very good reading, pedestrian prose that doesn't catch you up in its message if you're not one of those involved.

It is with some surprise and pleasure that amongst all the earnest publications of this genre we find a really interesting one arriving in our mail, one that grabs me right away, and is not set aside to be looked through "some time when I have a chance".

A while ago one such did turn up, *The Gazette Annual* of the Antique Boat Museum in Clayton, New York, located in the Thousand Islands area of the St. Lawrence River valley in northwestern New York state. The cover photo above was enchanting to me, I am strongly attracted to the turn of the century photos of the people who could afford it then messing about in boats.

The caption reads: "Mrs. Edward L. Strong landing at the tented campsite on Snug Harbor Island, which is in the bay of Oak Island. Mrs. Strong's descendants, Strongs, Rendalls and Bates, still spend their summers in Chippewa Bay."

So much to speculate on in this photo. Look at Mrs. Strong's attire, her double paddle and seat backrest, the velvet uphol-

stered seat in the bow facing her, the man pulling her up on the granite slab shore (family, friend or paid help?), the other man holding the foremast of the split rigged sailing canoe, the obvious rustiness (rusticity?) of that tent in the trees. No manicured site this, no dock, no lawn, no tent platform, no barbeque, no... A wonderfully evocative photo of a long gone summer holidaying on the St. Lawrence.

While Mrs. Strong and her camping outing were not the subject of a feature article in the 30 page horizontally laid out magazine sized publication, I did find more of interest within, for it was not all just telling the museum members the good news. Yes, pages were devoted to "A Summary of Museum Accomplishments", "Contributors to the Millenium Endowment Campaign", and to a long list of "Friends of the Museum", plus a calendar of activities and even classified ads. But, several really good historic articles were featured.

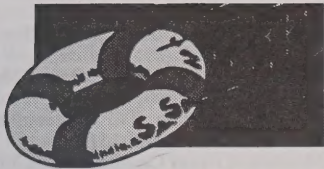
"Frederick M. Miller, A Distinguished But Unrecognized Career" chronicled the largely unsung career of a local naval architect, with emphasis on his connection with the Lozier Motor Company of New York in Plattsburg. It is told on five pages with wonderful old photos and illustrations.

"The Dixie II" (a 1973 acquisition) describes this 40' raceboat, her career winning 106 of 107 races, her restoration and significance as a "true gem" amongst the museum's nearly two hundred boat collection, on three pages with more great old photos.

"The Boom Years", Part II of a series on the Boatbuilders of Alexandria Bay, chronicles the activities of these pioneering motorboat firms from the '20's into the '50's on 7 pages, again with a half dozen photos of the boats they built.

This was engrossing reading for me. While I have sold that 1941 Chris Craft runabout I once thought I'd restore, realizing I'd never get to it, I still find the ambiance and lifestyle of old speedboats attractive, along with the stories about the men who conceived of them and the firms that built them.

The Antique Boat Museum is located at 750 Mary St., Clayton, NY 13624. Perhaps they offer "The Gazette Annual 1998" for sale to the public.



## Small Boat SAFETY

### Personal Watercraft Safety

Mechanicsburg, Pennsylvania, May 18, 1998: The United States Coast Guard Auxiliary has developed a comprehensive personal watercraft education program that focuses on the safe operation of personal watercraft. Recent state and Coast Guard accident data indicate an increasing number of accidents arising out of the operation of such watercraft.

There are more than 1 million personal watercraft in use in the United States. These are small boats usually less than 16' in length. They are highly maneuverable and some can operate at speeds in excess of 60 miles per hour. Accident investigators claim 80% of all reported recreational boating accidents involve operator controllable factors. The primary causes of accidents are operator inattention, operator inexperience, operating at an unsafe speed, and failure to maintain a proper lookout. The remaining 20% of accidents involve boat or environmental factors.

According to United States Coast Guard reported accident data for 1996, more than 41% of persons injured in boating accidents involve personal watercraft; 77% of all recreational boating accidents involved operator inattention, inexperienced operators, excessive speed or failure to maintain a proper lookout; 88% of boat operators involved in a fatal accident had not completed a safe boating course; 43% of boating accidents were by collision with another boat, a fixed object or a floating object; more than 50% of collisions with another boat involve a personal watercraft, while less than 10% of total boat registrations are personal watercraft; and in 1996, approximately eight out of every ten victims in fatal boating accidents were not wearing PFDs or life jackets.

Many state regulatory agencies are considering the enactment of regulations that would require most owners/operators to take an approved study course as a condition of operating a personal watercraft. Some states are considering legislation that would require all boat operators to take an approved boating education safety course.

The United States Coast Guard Auxiliary offers several approved recreational boating safety courses. An approved course is one that has been approved by the National Association of Boating Law Administrators (NASBLA).

Everette L. Tucker, Jr., National Commodore of the United States Coast Guard Auxiliary, stated, "The Coast Guard Auxiliary was created by Congress to promote recreational boating safety in the United States. The growth in recreational boating since the introduction of the personal watercraft has taxed the capability of the states and other boating safety

educational entities, including the Auxiliary, to keep pace with the rate of growth in boat registrations. The most recent accident data is alarming because it illustrates that one of the most popular forms of recreational boating activities is potentially lethal. We want to be effective in reversing the data. We believe an approved boating safety course, if taken by all boaters, will make a significant impact on reducing operator controllable accidents. The United States Coast Guard Auxiliary strongly recommends all recreational boaters, espe-

cially personal watercraft operators take a NASBLA-approved boating education safety course with a proctored examination. Auxiliarists nationwide offer NASBLA-approved courses throughout the year. Courses can be free, but often include a nominal charge for the cost of books and other instructional aids."

Members of the public can obtain more information by calling the Boat U.S. Hotline at 1-800-336-BOAT or by contacting their State Boating Law Administrator.

## "The Old Ed Stories"

By Eric P. Russell

Readers wishing to contribute stories to the *Old Ed Stories* can send them to me at 2664 E. 18th St., Apt. 3F, Brooklyn, NY 11235. Those accepted will be cited in print and will receive a copy of the book when published.



### The Best Insurance Coverage

As anyone who drives a car or owns a boat can tell you, insurance companies are the enemy. They are interested only in the bottom line and are not interested in any risk if it is the least risky. The cost associated with their policies is often exorbitant, and they do not care whether or not you buy their product, as someone else certainly will.

Captain Scott was long since retired from active service at sea and confined his interests to owning cargo vessels. One time a ship of his went unreported for longer than it ought, and he began to worry. As any prudent owner would, he went to the local insurance broker and asked him to write a policy on the ship and its cargo, as he also owned the cargo.

After asking a lot of questions and details, the broker cited Captain Scott a very stiff price and advised him that the policy would have to be cleared through the underwriters before it could be finalized. They made an appointment for three days later.

Needless to say, there was really no need to postpone things. The real reason for the delay was to allow the broker to make inquiries all over the place in hopes of reporting the

vessel and getting paid for insurance while assuming no risk. The policy was written immediately and put into a drawer.

On the appointed day, Captain Scott came into the office and reported that he had had word of the vessel. As quick as he could, the agent whipped the policy out and said that the policy had been cleared and written and was a contract. With a great show of reluctance, Captain Scott counted out the money and got a receipt.

He tucked the policy into his jacket pocket and continued, "Captain Macy told me this morning that she went down with all hands in a storm off Hatteras nearly a month ago."

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## ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.  
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.  
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (978) 281-4440.  
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.  
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.  
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

## BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.  
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.  
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.  
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.  
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.  
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.  
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.  
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.  
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.  
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.  
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.  
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.  
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.  
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.  
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.  
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.  
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.  
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.  
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.  
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.  
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.  
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.  
Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

## CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.  
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

## ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

## MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (617) 934-7555.  
Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.  
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

# Activities & Events Organizers '98...

The new season is now here, so it seems that it's time that many of us will be thinking about what we might want to be doing as we get back on the water.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.  
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.  
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.  
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

## MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).  
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.  
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.  
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.  
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.  
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.  
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.  
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.  
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.  
Essex Shipbuilding Museum, Box 277, Essex, MA 01929, (978) 768-7541.  
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.  
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.  
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809, (401) 253-5000.  
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.  
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.  
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.  
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.  
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.  
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.  
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.  
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.  
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.  
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.  
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.  
Maritime & Seaford Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.  
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.  
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.  
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.  
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.  
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.  
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.  
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.  
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.  
Plimoth Plantation, Plymouth, MA. (508) 746-1662.  
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.  
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.  
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.  
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.  
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.  
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.  
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.  
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

## MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.  
Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.  
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.  
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.  
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.  
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.  
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

## ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.  
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.  
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.  
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.  
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.

San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>  
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

#### PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.  
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.  
Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.  
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.  
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.  
New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.  
New England Downriver Championship Series. (203) 871-8362.  
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.  
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.  
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.  
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.  
Wooden Canoe Heritage Association, P.O. Box 255, Paul Smiths, NY 12970-0255, (518) 327-3259.

#### ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.  
Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.  
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.  
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.  
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.  
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.  
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.  
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.  
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.  
Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.  
Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.  
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

#### SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (978) 282-4580.  
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

#### SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

#### SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.  
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.  
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

#### STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.  
New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.  
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.  
Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.  
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

#### TRADITIONAL SMALL CRAFT

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.  
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.  
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.  
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.  
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.  
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.  
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.  
Patuxent Small Craft Guild, c/o Bill Lake, 7520 Russell Ct., St. Leonard, MD 20685.  
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.  
Puget Sound TSCA, c/o Bob Tapp, 8209 200th St. SW, Edmonds, WA 98026-6734. (425) 775-4314. email: <morgantapp@worldnet.att.net> www: http://www.seanet.com/~jrweiss/tscap-uguet  
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.  
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.  
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.  
Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950.  
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.  
Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.  
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.  
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.  
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.  
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

#### TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.  
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.  
S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (978) 356-3065.  
Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

#### TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.  
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

#### WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.  
North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.  
Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

#### WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.  
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.  
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.  
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.  
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.  
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.  
Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

#### IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,500+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

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# You write to us about..

## Activities & Events...

### A Race for Awareness

Soundkeeper's 3rd Annual Pull for the Sound will take place on Saturday, Sept. 19th. The Pull for the Sound is a 10-mile open water crossing of Long Island Sound from the mouth of Oyster Bay Harbor on Long Island to the beach at Cove Island Park in Stamford, Connecticut. The goal of the event is to bring awareness to the water quality and marine habitat of Long Island Sound and to raise money for the work of Soundkeeper. The race offers prizes in the following classes: Fixed Seat Oar on Gunnel; Kayaks & Surf Skis; Outrigger Canoes; and Sliding Seat Ocean Shells.

Stephen B. White, Soundkeeper, (800) 933-SOUND or (203) 847-6283. Visit our web site at [www.soundkeeper.org](http://www.soundkeeper.org)

### A Race for Short Ships

The Atlantic Challenge Foundation and the Apprenticeship at Rockland are hosting the Annual Short Ships Race at the Rockport Marine Park in Rockport, Maine on September 13th and invite all types of rowing vessels to participate. Classic wooden craft are especially encouraged and appreciated. For more details on this fun day amongst fellow rowers contact us.

Kerry Hadley, The Apprenticeship, Rockland, ME, (207) 594-1800, (207) 596-7738

### What Are You Waiting For Stupid?

The day before I left Florida for Kansas in 1975 I went sailing in the keys. The boat was a sloop rigged 25 footer.

After we left the dock, my pal Andy refused to take the tiller, though it was his boat. From just after dawn until just before

dark, I was "forced" to choose all the whens, wheres and whys.

It was a day in paradise! My previous experience in smaller craft served me well, the boat handled nicely, and Andy talked so little I sometimes forgot he was there.

We assumed that that day would be my last chance to sail for quite a while, maybe forever. For a long time I thought we were right. I've repressed the urge to go sailing for more than 20 years, I haven't set foot on a sailboat of any kind. I've been bouncing from one job to another, moving occasionally and taking on spare time projects much less enjoyable than slapping waves.

Early last spring I drove out to Milford Lake, a 20 minute drive, just because I hadn't been out there in 5 years. Standing in leftover snow on a boat ramp I was surveying the deserted lake, when a voice, unbidden, spoke clearly to me: "What are you waiting for stupid?"

Since that day I've been working toward getting back on the water. My Bolger Cartopper is now ready to be puttied and taped.

Between that day when I heard that voice and today there have been setbacks and discouragements and problems. Building a boat from plans tests your skills, your patience, your finances, and your perseverance. The process is a reminder that the price you pay for materials is only part of the price you pay.

*Messing About in Boats* has greatly helped me to keep focussed and motivated, it reminds me that soon all this aggravation will be laughable. In mid-July my wife and I drove out to Milford Lake, to find there was only one sail on the entire lake. I am now about to change that picture. To quote the character of Chris Knight in the movie *Real Genius*, "It's a moral imperative!"

Robert Goetz, Chapman, KS

We are organizing some on the water activities for this year for those who tire of just talking about the boats. Some canoeing and kayaking demonstrations will also be included. Most of the action will be on Saturday the 19th, but we will have a paddle somewhere in the New Hampshire Lakes Region on Sunday.

Michael Vermouth, Newfound Woodworks, 67 Danforth Brook Rd. Bristol, NH 03222, (603) 744-6872, email: [info@newfound.com](mailto:info@newfound.com)



## Needs...

### Sven Lundin Designs

Does anyone have any information on Sven Lundin's Bris boats, very small ocean going boats of about 15'-19'? An old '89 *Cruising World* article mentioned them and I would like to learn more, and possibly get a study plan.

I am also interested in 20' or so wood/glass boat that can sleep two on weekend trips. I have been told of a 25' whaleboat with a 40hp engine that might be converted.

Anyone with back issues of *Small Boat Journal* who might be willing to copy some articles out of them for me please contact me. I cannot buy the magazines, no room here.

Herbert Diaz, C-86543, CSP Soland, P.O. Box 4000-9-243, Vacaville, CA 95696-4000

### Self Steering Info

I have been scratching my head a good deal over the design of a self steering vane for our cutter ever since I found that a manufactured one runs about \$3,000 plus incidental blocks and such! I am looking for sources of information on self steering vanes if any readers can supply such. I have read David Parker's *Ocean Voyaging* which has basic information on a few vanes, and also Bill Belcher's *Wind Vane Self Steering*, but both these books are over 20 years old.

Rick Klepfer, P.O. Box 349, Mustique Island, St. Vincent, West Indies

## Opinions...

### Save a Piece of the Boat

Your Commentary in the June 15th issue about your old first built boat rotting away down behind your barn caught my attention. May I suggest you save a piece of wood from it that has not yet decayed and use it for a small picture frame or backing board to hold a photo of the boat. In this way you will still have a piece of that effort doing a job for you.

Sam Jackson, Bridgeport, OH

### Subscriber Database

I believe that reader John Haughey has a great idea as expressed on the July 15th issue "You Write..." pages about establishing a subscriber database that would enable readers to find others in their neighborhoods who share their interests in some aspect of messing about in boats. It would be great to know if someone were in the midst of building a Bolger dreamboat on the other side of town.

If *Messing About in Boats* were to establish a web page, it could include pointers to participating subscribers with details of their locations, projects, etc. It would not be necessary to have a complex code as John suggests as the computer can handle a lot of data. A good programmer would be able to set up such a site with all sorts of options, such as who lives in a town or state, all canoe lovers over 50, all builders of Bolger boats under 14', etc.

Ted Bailey, Amesbury, MA

## Happy With These Boats

I wanted to tell you how happy we are with these boats designed by Jim Michalak. When I first saw his brochure I thought his boats looked a little funny but after building my first Toto I realized that he knew what he was doing. I've travelled many miles in my Toto and been in rough water several times. It's fun as long as it's not too rough.

I find that the children like these small boats very much, they're not loud and bouncy and they get to see much more, especially in the small creeks.

Pat Mulligan, E. Hampton, NY.

## Kalmar Nyckel Memories

As I came across the two page spread on the *Kalmar Nyckel* in the July 15 issue I could look up from my desk out the window through the trees towards the harbor and see that very vessel at the dock near the entrance to Hampstead harbor, part of the fleet gathered here to take part in the Sail America '98 celebration.

*Kalmar Nyckel* flew the Swedish flag like that under which my great grandfather came to this country. I wondered how he might feel if he could join his great grandson at this moment in the very house he had built here in 1890 viewing this vision from the past.

Ward Bell, Hampstead, NY

## This Magazine...

### Source of Wonderful Fantasies

At this time of my life my heart has needed work and I am resigned to being more of a spectator than I would like. *Messing About in Boats* has become very valuable to me as a source of wonderful fantasies, really oriented to real people and boats.

It is a personal kind of magazine and I am thankful that you have undertaken to bring us this magazine, and would be interested in a short biography tracing your involvement and motivations with boats, and how you got this way.

Dick Zahn, Pitman, NJ

## Useful Information...

### Address Has Changed

I want to update some information published in your August 15th issue about my Mast Up. We have moved since that brochure was published and are now at 2480 Lawrence St., Eugene, OR 97405, and the phone is now (541) 686-2666.

We also now charge \$15 shipping and handling for the Mast Up.

Bill Temple, Mast Up, Eugene, OR

### ERV Could Train Kids

Jon Persson has completed a conceptual design for a ten oared lightweight rowing vessel capable of going places on river and sound. The Expeditionary Rowing Vessel (ERV) would be about 29'x8' and replace heavier craft our Connecticut River Oar & Paddle Club has been using over the years. The lighter weight and improved trailerability will allow greater crew diversity and range of practical on-the-water operation.

Readers interested in this, and other of our activities, are invited to contact us for



further details.

Connecticut River Oar & Paddle Club,  
18 Riverside Ave., Old Saybrook, CT  
06475, (860) 388-2343.

## Fall Reading About Lake Ontario

Susan Peterson Gateley of Silver Waters Sailing/Whiskey Hill Press has a new book out on Lake Ontario, *Sweet Waters, Tales of Fishing, Sailing, Romance and Adventure*. Susan, who offers sailing lessons and day trips aboard a 32' good old boat, has collected stories from Lake Ontario netters, yachtsmen, artists and lake shore residents for a number of years. Many of the stories published in *Sweet Waters* were obtained while the author cruised in Canada aboard her previous boat, the 23' wooden sloop *Ariel*.

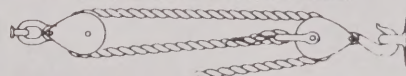
Among the tales told in the 150 page illustrated paperback, are memories of bootlegging from the late Guy Hance of Sodus Point, commercial fishing in Pultneyville and Port Bay during the 1930's, boat building, and an artist's magnificent obsession, a six year restoration of a 28' Atkins cutter.

*Sweet Waters* also contains a special photo supplement with commentary by Sodus Point native, *Wayne County Star* photographer Bill Huff. His photos bring alive days of steam tugs, schooners, ice yachts and light house keepers on the lake.

Susan previously published *Ariel's World, an Exploration of Lake Ontario*, and offers sailing excursions and day trips on Fair Haven Bay along with sailing instruction. If you'd like to order a copy of *Sweet Waters*, write to P.O. Box 202 Wolcott, NY 14590, or call (315) 594-1906. The cost of the book including tax and postage is \$14.50.

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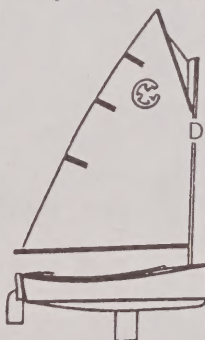
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# 1998 WOODENBOAT SHOW

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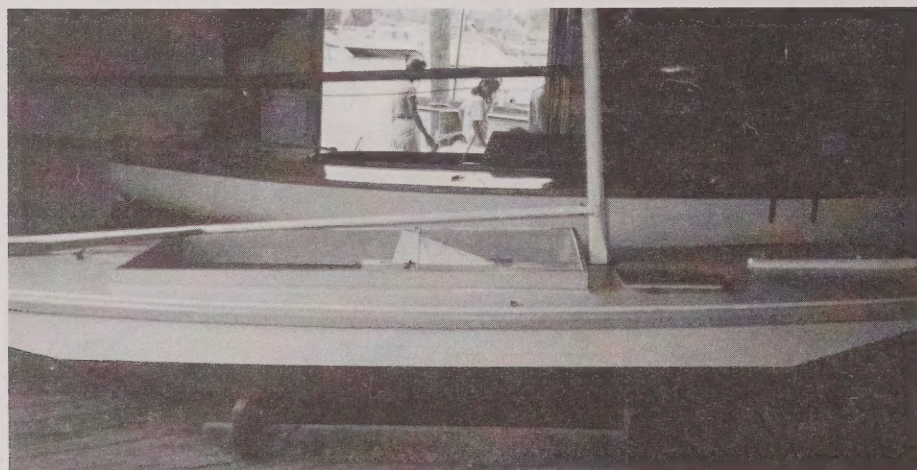


Larger visiting boats.



Smaller visiting boats.

Old KISS design.



## As I Saw It

By Doug MacNary

There were many small boats; kayaks, canoes, dinghies, etc., stitch and glue, planked, stripped, canvas covered, dacron encapsulated, old designs (restorations) and new configurations. Of particular interest was the baidarka which was discussed in the recent *WoodenBoat* magazine. There were a fair number of larger in-the-water boats.

There were good sized crowds, but the facilities and parking were adequate at the Chesapeake Maritime Museum in St. Michael's, Maryland where the show was held.

Actual boat building was carried out in two areas. The children had their workshop under the lighthouse. There was a man-made pond adjacent to the shop where the products were tested and the children cooled off. The heat Friday and Saturday was uncomfortable.

The other boat building was conducted in a football sized field. Teams of parents and young sons and daughters purchased their choice of one of three boat kits for \$300. The designs were the 12' Bevin Skiff (designed by Joe Youcha), Mike O'Brien's 15' Six Hour Canoe and the 8' Optimist Pram. There were covered sites and power was available. The marine plywood and planking was supplied by Harbor Sales, adhesive was provided by Sika Corporation and finishes by Interlux Yacht Finishes. As mentioned before, it was HOT, but the teams worked hard and the results were gratifying.

There was an impressive group of radio controlled model boats which raced each day. The biggest sailboat was a two master with an inverted triangular sail on the forward mast and a wishbone boom. There were powered outhauls for the mast enclosed sails and the roller reefing. I saw one electric boat.

There were the usual commercial exhibitors in the tents.

The museum itself is well worth the trip to St. Michaels. There is a fine collection of original and restored boats and there is an ongoing refurbishment operation, both sail and power. Rides are available on skipjacks. There is also the Howard I. Chapelle Memorial Library. I spotted an old design based on the KISS principal. The boat is supposed to be quite lively.



From above, top to bottom: An electric launch. Handsome wooden kayaks. Stitch and glue canoes. The childrens' boat testing pond. Radio controlled model boats.



## WoodenBoat Show for '99

By Valerie LaFrance

I fully expect to hold the show June 25-27 at the Chesapeake Bay Maritime Museum. Traffic, amazingly enough, was not a problem, and things appeared to run as smoothly in town as they did on the show site. I don't have Sunday's numbers yet, but the paid attendance was 4,000 on Friday and 6,100 on Saturday. A typical Sunday in that formula would come to 3,500 or maybe 4,000, but John Ford at the museum is betting that there were 5,000 Sunday. It was cooler, and it sure was busy. We'll see! Mystic's best paid attendance was 13,783 in 1996; I think we'll exceed that number.



Carl Cramer's latest conception for some sort of boatbuilding event at the WoodenBoat Show, a parent-child team building event now officially renamed "Family Boatbuilding" was simply awesome. It attracted 60 teams, 50 chose the Bevin's Skiff designed by Joe Youcha of the Alexandria Seaport Foundation. Joe came, along with a team of volunteers, to help everyone out and basically keep things moving. He and his people were great. Eight chose Mike O'Brien's Six Hour Canoe, and two teams built Optimist dinghies. Everyone got a pre-cut kit at about 10am on Friday.

It was a great scene! We were unable to attract a major sponsor, so we couldn't afford a tent. We had already subsidized the kits and accessories pretty heavily. The teams were set up in the field used for camping at the Mid-Atlantic Small Craft Festival in October.

It was very hot on Friday and extremely hot on Saturday, so many families

## Family Boatbuilding at the WoodenBoat Show

By Valerie LaFrance

brought canopies of their own to work under. The rest of them crowded under the trees that line that field, so one didn't realize the scope of the affair until you got in under the pine trees.

Once revealed, it was such an incredible sight! All the staff at WoodenBoat would come out of there wiping their eyes, it was just so cool, and so emotional, and so right. There under the trees were all these parent-child teams, working hard (and these kids were focused!) on the skiffs, and there beside them would be the rest of the family, and a picnic, and lawn chairs and blankets and coolers. The mood was so positive, and everyone was very supportive. We'd go around to talk to the teams and encourage them and we'd get so choked up we couldn't talk!

After a hot Friday, two teams didn't

show up on Saturday morning (they both came later). Someone told me that when one of the teams showed up after noon on Saturday, the team next to them dropped the work on their own boat, said, "We're going to catch you up!" and worked on the latecomers' boat until they were about caught up to where everyone was.

Sunday morning Carl gave out the oars and oarlocks and then all the teams got to wiping their eyes! And Sunday at noon they all marched their boats down to the boardwalk, lined up (the pilings were perfectly spaced for a boat apiece) and threw them in. I gave up and did some visible sobbing at that point. Probably 35 went in on the first line-up, then 15 more. They all rowed around for a while, then loaded them on top of their cars and headed out to paint them (we sent the paint, from Interlux) and test them on their home waters.

Unlike the quick and dirty contests of the past, which were always fun and entertaining, but maybe lacked a point, this event sent 60 families home with a real boat and a great family bonding experience. Rob Dwelley commented, as we watched an eight-year-old working a plane, "That kid is hooked for life."

Rumor has it that they will hold a reunion at this year's Mid-Atlantic Small Craft Festival in October. I'm sure many will return to encourage next year's Family Teams.

## Carl's Comments...

"Without intending to, it may be that 61 boats built over a three-day period will establish a world record. What is most remarkable though is the enthusiasm of the participants. In almost all cases these are families who have never built a boat but are attracted by the low cost and simplicity of the process. Our commitment to community boatbuilding programs as a way to teach meaningful skills and engender family activities found perfect expression in this "Family Boatbuilding" event.

WoodenBoat magazine has long been a proponent of community boatbuilding programs and recently published *The Community Boatbuilding Manual* to help organizers set up and run such endeavors. Interested readers can inquire about this at *WoodenBoat Magazine*, P.O. Box 78, Brooklin, ME 04616-0078.

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as simply messing about in boats.

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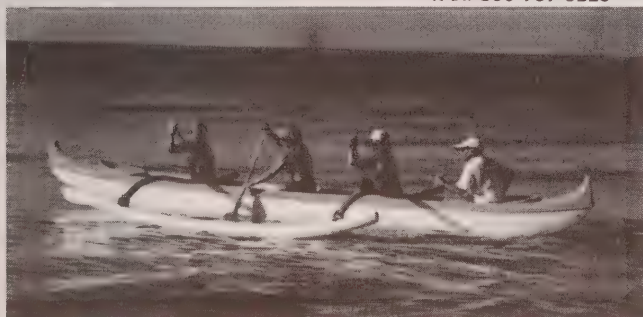
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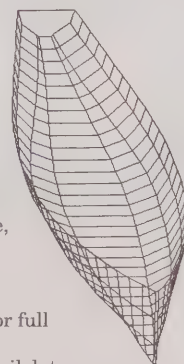
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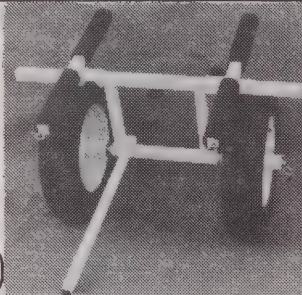


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# Depoe Bay Classic Wooden Boat Show '98

By Rags Ragsdale.

The weather on April 25-26, 1998 could have been the result of El Nino, and if this was the cause of the wonderful weather that blessed the Depoe Bay Classic Wooden Boat Show, then I say, "Yeah Nino".

The exhibitor area was moved this year to the south parking lot, across the tiny harbor from the narrow lot used these last few years. There is much better parking as well as having more room for the exhibits. Visitors and exhibitors mingled freely and there were no cars driving around the boat exhibits, making for a more relaxed and casual time for talking and looking. The number of exhibits was small this year and I hope it doesn't discourage newcomers, both exhibitors and the folks who are just dreaming.

One of the old yawl boats, of which there were two, powered by an inboard installation of an aircooled VW engine, sounded for all the world like a "Bug" getting ready to leave the parking lot when Forest and Patricia Lee, who own them, fired it up. Forest and Patricia are strong supporters of the Depoe Day show. Patricia was the young lady who built a dinghy after deciding to stay over at the Port Townsend School of Boatbuilding when they were only visiting the school while traveling. She exhibited her handiwork at Depoe Bay in 1996's show.

These two pilot boats were built in San Francisco in the early '50's. They were shipped to Astoria, Oregon where they served on the Columbia River Bar for many years. Their restoration will preserve some valuable history. Both are 16' long and appear nearly identical. Pat told me the latest restoration had just been launched with its new engine and the top stake left bright. Must be lovely.

I hope to see more boats with aircooled power in the show in the years to come. Richard Mitsch, of Lebanon, Oregon, has proven that even the old engines from the thirties are very reliable and economical. The new aircooled engines with the electronic ignition are easy starting and easy to buy. Lets keep our eyes open for ways to stay afloat, guys. I like diesel power, but a flat wallet can get along right well on a 4-cycle, 2-cylinder, aircooled with 6 gallons of fuel that will last long enough to make you glad to reach a landfall where you can stretch from the long ride!

Sailboats were scarce this year at the show. I had spoken to a builder or two earlier this season and both had sailboats on the ways and both said they would be at the show, but they never arrived. Rowing, sailing dinghies, paddle boats, strip built canoes, and restorations dominated the boats on exhibition. One antique, a Dunphy of 1947 vintage is in restoration by David Giraud of Newport, Oregon. When he finishes this project it will be a boat-show winner. With it's '62 Homelite 4 cycle engine, it will be heartwarming and soul stirring.



Forest and Pat Lee own two pilot boats, this one has a VW engine installed. They had their second one displayed prior to its restoration.



Bob and Richard Mitsch cruise by in Richard's extended Yankee tender.

This Dunphy cold molded runabout awaits full restoration, but here provides its proud owner with support against a capsized.





Tim Woodring and Bonnie Schultz with their lovely Thompson Seamate.



Lee Sancoy prepares to do his Haida Indian artwork on the Schooner Creek 6 Hour canoes.

Dick Wormsbecher's *The Big Red*, a Ken Swan Chica design, featured new rear view mirrors this year.



Remember the Thompson lapstrake runabouts? They were too pretty to take to sea. Tim Woodring and Bonnie Schultz of Portland, Oregon, brought their '67 model SeaMate. Their casual, "Oh, it didn't take very long to restore," belied the energetically driven couple. They tried to appear nonchalant about this beautiful boat, but the grins wouldn't go away.

Schooner Creek Boats of Otis, Oregon, had three 6 Hour canoes on display. The Haida Indian decorations changed these neat little pirogue style craft into works of art. Steve Hoover builds them and Lee Sancoy is the artist. I never asked him, but it wouldn't surprise me if he was part Haida Indian because his designs appear truly authentic. The 6 Hour canoes are not a new style of paddle boat, being seen for generations as pirogues, flat plank canoes, duck boats.

One model resembled a river bateau with sharply raked ends and was propelled with a sculling oar set in an oar lock about 2'-3' from the stern. It must have been very fast as well as slippery going through the tules of South San Francisco Bay or the Great California Delta in pursuit of ducks for the markets. A photo of one appears in *Sea Letter*, the summer issue of the National Maritime Museum Association's Newsletter, 1998. I have only just become aware of this publication. Anyone interested may contact them at this address: *Sea Letter*, National Maritime Museum Association, P.O. Box 470310, San Francisco, CA 94147-0310.

Fawcett Publications in their *How To Build 20 Boats* of 1950 had the design, but not in plywood, 1" planking was used then. The little design was called The Tule Splitter back then. I built one in 1958. It was a skotch heavy, but I was told four years ago that it was still in use in California. I commend Schooner Creek for their efforts to keep alive a wonderful design that is as utilitarian as any canoe and, I believe, can carry as much weight without requiring excessive concentration to keep it upright in rough water.

There will always be dories at boat shows, on trailers on the highways, in harbors, on docks, always on salt water or on their way to salt water, which is where they belong. Louie Brochetti, a boat-builder from Redmond, Oregon, built a piece of living room furniture that looks exactly like a dory, but no one has seen a dory that gleams with a finish like the one he had on display. The brochure calls The Oarling "a rare combination of grace and brawn." Louie, you done good!

Ken Swan's designs have been built from coast to coast and two were on exhibit. One was a Nez Percé, which Mike McKay of Albany, Oregon, built and pushes with a 5hp. Mercury outboard of 1956 vintage. What a sight to see a motor that old in better than new condition. Long may these old engines grace our boat shows and waters of the great northwest.

There are no greater boosters for the Depoe Bay Classic than Dick Wormsbecher and his lovely wife. They have been here every year and they show the spirit of the show by the many improvements and innovations on *The Big Red*, Chica, another of Ken Swan's boats. This

year's eye-catcher is a set of rearview mirrors. And do they look strange? No, not in the least. In fact they look so normal that it took a few moments before I noticed them. The Wormsbechers row this boat a lot, but when it seems appropo they crank up the little 2hp outboard and smoothly cruise on home.

A 49lb pram? Einar Skovbo of Junction City, Oregon, builds these little prams from scrap wood found in his bins and around other projects before it is hauled away. What he does with those scraps is amazing. Pram and even oars, all very lightweight.

Rod Grimm, another builder of small, light boats brought, I believe, five of his boats to the show. Sailboats, kayaks, row boats..... stitch and glue, they are quick to use and quick to build. Before the first day of the show was over he had sold two boats. I'd say he was a happy man. Rod's fleet sailed in on his trailer and cartop from Silverton, Oregon.

Art Kleiner of Florence, Oregon, builds strip canoes and stitch and glue models of several small boats. The canoes are all works of art (pun not intended).

My good friends from the Rivers West TSCA in Portland came to look and we had a great gam while eating crab and salad. Bob Young is interested in what's being built everywhere along the coast. Irv Jones, a true saltwater sailor, was president of the Rivers West TSCA for a while. Both of these fine gentlemen are dedicated boosters of wooden boatbuilding and have built many boats themselves, sometimes together.

Steve Frey, the Coast Guard Station Commander at Depoe Bay was part of the crew exhibiting one the huge inflatables that are the workboats of the C.G. fleet nowadays. With their massive outboard engines they are totally capable in the hands of the superbly trained crews stationed in the toughest harbor in the world. Steve is a very strong man, built like a fireplug, and if you saw this fellow reaching to pull you from the cold sea you'd know your cold swim was over! A perpetual grin and a thorough knowledge of all things maritime, he and his crew are a genuine credit to the Service.



Left: Living room furniture masquerading as a dory, Louie Brochetti's Oarling gleams brightly indeed. Right: A very small boat in one display.



Mike McKay displays his restored 5hp Merc mounted on his Ken Swan design Nez Percé.

Depoe Bay Coast Guard Commandant Steve Frey and the hardbottom inflatable they now use.





In the 1880s and 1890s, Old Mission Harbor became a busy port bustling with shipping, with passenger and farm products departing daily on a variety of sailing vessels and steamships. The serene, sparkling, sandy beach belied any of this potent early history.

### Old Mission Harbor, "A Place with a Lot of History"

Having met and conversed with some interesting people at Northport, I was sorry to have to leave. I would also miss those huge, delicious cinnamon rolls I had enjoyed with my morning and afternoon coffee, a specialty at the local bakery. Still, there was a question in my mind that needed to be resolved, do I next explore the eastern arm of the bay or attempt the longer, more open sail across the mouth of Grand Traverse Bay to Charlevoix? The name kind of fascinated me, but I didn't know anything at all about Charlevoix. This minor problem was soon settled.

By the time I had completed shopping and was ready to depart, it was already approaching 11:00 AM. The weather radio was again forecasting thunderstorms in the afternoon, and the gusty wind conditions I experienced the previous day were again evident. Up to now the almost daily thunderstorm predictions hadn't materialized, or the storms had passed to the south. Nevertheless I saw no reason to take chances, so I set a course for Old Mission Harbor, a large, open bay on the east side of the central peninsula on the east arm. This was a safer sail and only about 15 nautical miles from Northport. I wasn't sorry for this decision, but mostly for other reasons.

Learning my lesson from the day before, I started out with just small jib and reefed main. After clearing Omens Point, I was able to comfortably move up to a "genny" and reefed main combination. Upon reaching Old Mission Point Light, I had sailed 8 miles in an hour and 40 minutes, which gave me a speed (over ground) of 5 knots. Let me tell you, that is darn good for a 16' dinghy, reefed at that! By then, however, I was nervously eyeing a dark bank of clouds to the south, as well as one or two overhead that looked like they could stir up some trouble. My attention turned to getting *Blue Mist* to the other side of Old Mission Point as quickly as possible.

The wind was freshening, but in short order I had made the protection of Old Mission Point, where conditions were calmer and it was only a couple more miles to Old Mission Harbor. Meanwhile though, across the water on the east shore I was seeing a flash or two of lightning and could tell that it was raining in the vicinity of Elk Rapids. When it got real gloomy all around me and the wind died

## Have You Explored Lake Michigan's Grand Traverse Bay Yet?

### Part 2

### Another Tale of Dinghy Sailing Adventure -

By Dick Harrington

In Part 1 of this account of my five-day adventure on Grand Traverse Bay in July 1997, I described my visits to Suttons Bay, Bowers Harbor, and Northport. The tale now resumes...

completely, I was certain I was going to get hit at any moment. Hurriedly I took in the genny, then fussed because the boat wasn't making any headway. At one point I even got out the oars.

Happily, after all that anticipation of the worst happening, the only thing that transpired was a brief scattering of rain drops, no blast of wind nor rain, no devastating lighting strikes. Within 20 minutes the sun was back out. In a gentle breeze I sailed up to the smooth, sandy, deserted public beach at Old Mission Harbor. Storm clouds! What storm clouds?

Old Mission Harbor is every bit as intriguing and interesting as Northport, but in a different way. To begin with, this is a rather remote location, being quite a way out on the narrow peninsula that separates the two arms of Grand Traverse Bay. It is also very quiet and more rural than the other places I had visited. The beautiful sandy beach, for example, was totally absent of human activity, even though it was a warm, sunny July day. I just didn't get the feeling that jet skis had made much of an inroad here yet. On top of this, and most importantly, it is a place with a lot of history and there seems to be a strong sense of this history among the local inhabitants, at least the ones I chanced to meet. I was impressed and pleased that I had chosen to stop there.

Normally I'm one who doesn't spend a lot of time reading historical markers and the like. I was, however, attracted by two very nicely done placards placed at the head of the public beach that included a lot of historical information and some interesting old blown-up photographs and artist sketches. One placard tells the story of Rev. Peter Dougherty and how, in 1839, he arrived at this bay, the sight of an Ottawa Indian Village of bark wigwams, in a canoe with a group of Indians to establish the first mission church and school. A replication of the "Old Mission Church," along with the original "manse" (mission house) can be found just a couple miles up the road, on the other side of the bay.

The other placard shows old photos and describes how in the 1880s and 1890s, following the departure of the Indians, the rapid development of a prosperous farming community and resort industry took place. Old Mission Harbor became a busy port bustling with shipping, with passenger and farm products departing daily on a variety of sailing vessels and steamships.

With deep water very close to shore, I could easily imagine that this was a good harbor for ships, but any sign of the big piers and other structures shown in the old photographs was now completely nonexistent. Without the benefit of the placards, a wayward visitor such as myself would never guess the existence of this kind of past. The serene, sparkling, sandy beach belied any of this potent early history. I also found that the close-in deep water and sharp drop-off makes anchoring here quite tricky.

My walk uncovered no stores except for a camp store at a small campground with a "For Sale" sign out front, no restaurants, and few inhabitants. But there was one discovery which made all the difference, the local church was having their weekly Wednesday night community dinner, which in this case was an outdoor BBQ. With still a couple hours before dinner, I had time to go back to *Blue Mist*, get cleaned up a little (shave off a three-day growth of beard), and put on a clean T-shirt.

The BBQ was excellent and perfect for my limited budget. Better yet, I had lots of fun and I got to meet a wonderfully interesting older gentleman who filled my head with many colorful stories from the old days when Old Mission Harbor was still a bustling place.

## Elk Rapids, "An Enjoyable and Pleasant Port-O-Call"

I had been thinking from the beginning that Friday would be the day to head back home. As much as I enjoy cruising singly and find the exercise of consorting with my inner self for a few days good for the soul, after a week or so of being alone I begin to miss Margie. So on Thursday morning, even if the weather hadn't been threatening rain, it is unlikely that I would have attempted the now long sail to Charlevoix. Besides, that would have meant an equally long sail again on Friday back to Suttons Bay, a violation of the "keep the last day's sail short" rule.

For the first time I was encountering light and variable winds along with a gloomy morning sky. Fortunately, directly across the way and only a short sail was Elk Rapids. A long sail would not have been much fun, but the short sail across the bay was no problem. Not surprisingly, Elk Rapids turned out to be just as an enjoyable and pleasant a port-o-call as any of my other stops.

After registering with the harbormaster for the modest fee of around \$10 to \$12, he found a spot along one of the wooden piers to tie up the Wayfarer that was fine for the dinghy, but too small for any normal size cruising boat. I had decided to just spend the day and night at Elk Rapids doing some sight-seeing, then depart early Friday morning for Suttons Bay. Even so, it was still a good 16 nautical miles from Elk Rapids to Suttons Bay, and I was counting upon Friday bringing good winds.

The Elk Rapids harbor/marina is absolutely beautiful and one of the nicest I've seen, which makes up for the fact that there really isn't any way one can anchor or beach even a dinghy on the outside. There is a pleasant, but small, sandy swimming beach just south of the harbor (and island), but unfortunately this is not a good place to try beaching a boat. On the other hand, it seems that no money was spared in making this modern marina and adjoining park architecturally aesthetic, attractive, and comfortable.

The marina was a busy place with a lot of visiting and local yachtsmen and fishermen going here and there. Not unlike Northport, where the town centerpiece is the marina, the same is true for Elk Rapids and its marina, which is packed with handsome yachts and fishing charter boats and is surrounded by an equally beautiful and picturesque park. The park, with its tree-lined walks and stone pedestrian bridges, envelopes the two small, rushing cataracts, the "rapids" of Elk Rapids, that wind their way down from the slightly higher Elk Lake, which is only a stone's throw away on the other side of town.

Adjoining the park is the "island," an extension of the park and the site of the town library and museum. The mostly man-made island, which is now a hill but was originally a swamp, is home to many exotic, old, imported trees, as well as the old mansion and gardens of one of the early town fathers, a 19th century lumber tycoon.

Elk Rapids, of course, is also a popular resort town and is very attractive with its own quaint, brightly painted stores and restaurants up and down the main street. However, since it is also situated on the busy Route 31 coastal road, it is not quite as laid back and quiet as Northport. Still, it was a great place to visit and explore.



The Elk Rapids harbor/marina is absolutely beautiful and one of the nicest I've seen.

## "The Right Kind of Ending"

Friday did bring clearing weather and the refreshing breeze I had hoped for. The sail back was fast, delightful, and made just the right kind of ending. I had enjoyed my stay at Elk Rapids, and once more I got to swap tales with some of my fellow yachtsmen. A few may have harbored slight feelings of envy at my fun-loving, uncomplicated cruising lifestyle; others, no doubt, would never think of it, but nevertheless admired my pretty Wayfarer. Here I also encountered the interesting old gentleman from town, a fisherman who told me the story about his personal encounter with the "ghost" of the old fishing lodge on Marion Island. Now how can I be so mean as to leave you without telling that story? No, I can't!

It seems that the ghost is the deceased wife of one of the owners of the lodge from many years ago. As the story goes, the wife was forced to live in the attic, or she chose to out of shame, while the owner took up a notorious affair with one of the young, pretty chambermaids in his employment. How the wife died, or what befell the owner and the chambermaid, I'm not sure. But according to my storyteller, one day he, his son, and his part-

ner decided to motor out to the island in their boat to look the old place over with the idea of acquiring it.

While there, it seems they encountered all kinds of weird happenings, disturbing sounds, unexplained slamming of doors, and the like. All of this was enough to prompt them to depart in a big hurry and cancel any further ideas of buying the place. My acquaintance truly believed the old lodge to be haunted, in all other aspects he seemed quite normal to me! Anyone care to check it out?

A hundred years ago Grand Traverse Bay was, and still is today, a place of beauty as well as historic significance. How many more "old gentlemen" are there, walking the shores and town harbors with wonderful, interesting tales to tell? It had been a terrific week for me, and now I had another great story to tell.

That afternoon, as I drove back along Route 22 towards Traverse City, with *Blue Mist* once more hooked onto the back of my Blazer, I looked one last time at the sparkling blue waters, lightly flecked with froth topped waves. I could almost imagine the waves to be gaily laughing and tossing their heads, bidding me a cheerful farewell until next time.

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## Scandanavian Semester - 2

By Rick Klepper

After our sail with Olof, he told us that he was taking a long cab ride from Rosso Island to Oslo, Norway in order to catch a flight to Philadelphia where he was to meet his ship. This would take about three hours, but it would pass right by a town called Bygdoy, where one of the most remarkable maritime museums in the world is located. Here, on one relatively small campus, is the final resting places of four of the most famous ships in existence: *Fram*, *Gjoa*, *Ra II*, and *Kon-Tiki*! These were vessels that had filled my childhood with adventure and amazement and a chance to see them could not be missed.

We arose at the black hour of 5am and, after hurrying through a standard Swedish breakfast of hard cheese, knäckebröd, caviar and coffee, we heard the taxi crunch up the frosty drive. Our trip was not much as far as scenery was concerned, although Olof tried his best by pointing out in the darkness such points of interest as the shipyards at Uddevalla which now lie silent after generations of massive shipbuilding. But between the darkness and my sleepiness, I didn't see much.

Long before dawn, we crossed the Norwegian border, and again I felt a little silly about having brought along my passport as we passed the checkpoint without even slowing down.

The sun did make its presence known as we neared Oslo, although it would not be able to be described as shining all day. The views along the coastal road were interesting and a fair amount of shipping was visible, even though it was the middle of winter. At Bygdoy, the cabbie pulled off onto a series of side roads and through a residential area, stopping at the museum parking lot and dropping me off in the windy and bitter cold.

The museum doors did not open for another hour and so I had a lot of time to poke around the grounds and see some of the ancillary artifacts. The best of these was a three-masted schooner, the *Svanen*, which was moored at the dock and covered with a substantial winter cover. She was built in 1916 and is used as a sailing camp-school by the museum. Her spars were laying on the dock and, judging by their condition, the ship is maintained in excellent condition.

I looked around a bit more and found the famous *Gjoa* in which Roald Amundsen sailed through the northwest passage in 1903-06. Although little of her was visible under her elaborate winter cover, she also had the appearance of a very well maintained vessel. Still, it was disappointing to be so close to the very ship that I had built models of as a boy.

The weather was blowing right through my parka now and I was eager to get into the museum building. At last the *Kon-Tiki* and *Ra-II* building was opened and I got my first look at these two fascinating craft. Having read so much about them, I had never thought that two boats made out of reeds could still be in existence. They were displayed in a lively manner, floating in a boisterous sea of plastic, with models of dolphins, flying fish and sea birds joining them in an endless sail across the gallery.

Time was a-wasting though, and I had yet to see the main attraction in my mind; the *Fram*. This is a vessel of huge importance, having been the furthest north as well as the furthest south in her explorations of the polar ice. In the Scandinavian dialects, "fram" means "forward" and go forward she did, further than anyone had ever managed, and then brought her crew home again to safe waters.

The ship was impressively restored and sitting on her keel in a specially built building which was kept quite cold as a means of preserving the vessel and not taking into consideration the comfort of her visitors. Still, it was considerably warmer in the *Fram* shed than outside and we spent a few hours walking around her, climbing aboard, and going below decks to see all we could of her.

We were impressed with the sheer massiveness of her construction; she was a stout vessel to begin with, but after being strengthened for ice work, she exuded a feeling of impregnability. I think that she could be re-launched tomorrow and have a good chance of making another epic journey through the ice. I know that I would have no qualms about signing aboard!

One of the most interesting exhibits of this museum was a film that was taken by helicopter through the fjords of Norway. I have never seen country so rugged, so inviting nor so breathtaking. I knew that we would have to find a way to make our way further north in this incredible country some time in the future. I had seen some films that touched on the fjords before, but these shots looked as if they were taken on some other planet!

After hitting all the big exhibits, we started through the boat halls and other displays. Here we found an unbelievable collection of small craft from all over Norway

and Sweden. A lot of Viking influence here, with sweeping prows and delicate workmanship. Also seen were such things as a section cut out of a North Sea trawler, which probably didn't have enough significance to be preserved as a full ship, but this portion of her was extremely effective in showing how a ship goes together and how a substantial portion of her was finished out and used in her work.

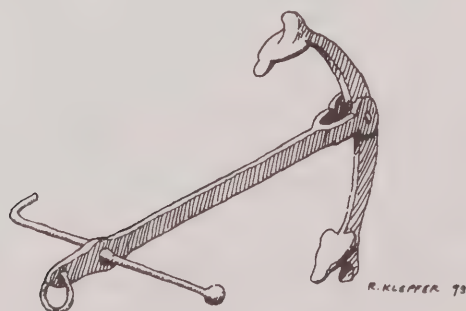
There were many examples of ancient working craft that made anything in the states look modern by comparison. We were fascinated by the level of craftsmanship and pure design that these craft exhibited. We could also see artifacts that were the obvious ancient ancestors of things common on boats of today. These details included thole pins, leeboards, rigging, hull planking, and so on.

A substantial amount of more modern mechanical equipment was also on display although we were a bit chagrined to see an example of the same engine we have in our cutter on proud display! We have a Norwegian Sabb fishing boat engine, which has a long history here and is still made today. Actually, we were proud to see it there since we have had 18 years flawless service out of our Sabb and have always known that it was worthy of an exhibit in a museum.

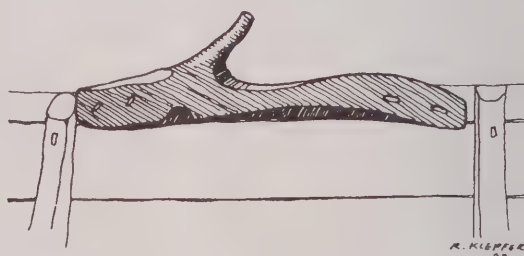
In another portion of the museum, we found a vast collection of fine ship models; ranging from the distantly historic to the modern day. I wished that we had more time to spend in this section. All in all, we thought that this museum was the finest and most complete of any we had visited anywhere. Of course we have never made it to Greenwich, but it beats all we have seen in the States, Sweden, Germany, the Mediterranean or Canada. We can highly recommend a visit to anyone who has any interest in maritime activity.

On our way back to Rosso, we stopped at another remarkable Scandinavian maritime shrine; the Viking Ship Hall. Here, in a near religious setting within a building of their own, lie three intact Viking boats of incredible sculptural beauty. These vessels were located at three different sites, along the fjords south of Oslo. We had of course, heard of these ships for many years, but no written account of them can do them justice; they are the most remarkable artifacts. They are housed in a church-like structure with each ship placed in its own leg of the cross, and the fourth leg containing wagons, sleds, tools and other implements that were found along with the ships.

The ships were used as burial vessels, sometime during the Viking period, which lasted from 800 to 1030 AD. It is believed



SHIPS ANCHOR FOR ROCK BOTTOMS



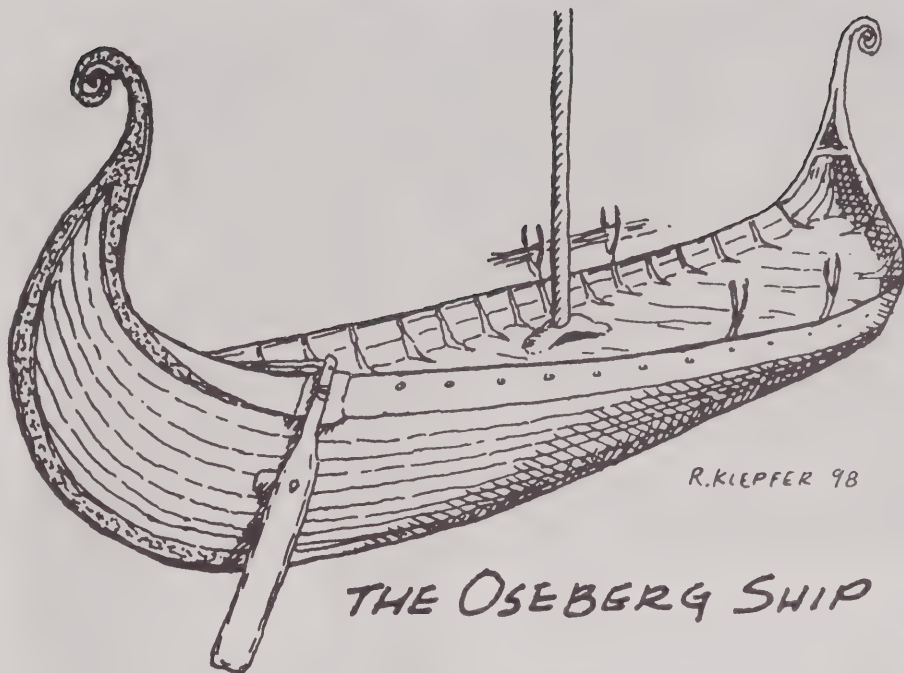
THOLEPIN IN LAPP BOAT

that the peculiar soil composition of blue clay and the cold temperatures enabled the fabric of these ships to survive the centuries until they were discovered; the first in 1867, and the last in 1904. Despite plundering of the sites during the early Middle Ages, the ships themselves were found in their entirety, although collapsed from the effects of subsidence of the burial mounds and the surrounding land mass.

Most interesting of the three ships is the *Oseberg Ship* which is the most richly carved and largest of the three. She is 70' long, has a breadth of 16', and weighs 11 tons. The hull is clinker built of oak, with the planks being riveted to each other and lashed to the frames. It is surmised that she was a coastal vessel; probably owned by a person of wealth and power. She was not in the same class as the ocean-crossing long ships, although from the same period. From the 15 oar holes through each sheer plank, it is assumed that approximately 35 men were in her normal complement.

The ships were fitted out with all of their original gear, which was minimal considering the epic voyages that the boats had made, and historic photographs of the boats were placed near at hand so that one could see that the boats were fitted out very much in keeping with the way the men lived at the time.

The ships were preserved by a solution of creosote and linseed oil, while the related artifacts received an alum treatment. In more recent years, the artifacts were seen to be deteriorating and were re-treated with an oil-plastic. The building in which the ships are housed was completed in 1932 and is constructed of fireproof materials except for the roof which is of wood. Seeing the wood roof as a hazard, the architect had a system



THE OSEBERG SHIP

of concrete vaults erected as a ceiling; a prudent step considering that in 1975 the roof was burnt off in a fire.

One of the curious unknowns about these ships is how they were rowed; the deck was fastened to the deck beams with only a few small access hatches for bailing purposes and the oar holes are placed quite low. One theory is that the men sat upon their sea chests to row, but no one seems to know for sure.

The ships are fascinating on two levels;

first, their exquisite forms which are fair and flowing of line from every angle viewed, and then, upon close inspection, one is treated to the most remarkable and delicate of carvings that adorn the bow and stem of the vessels. To me, it is remarkable that these ships could have survived for 1,000 years; surely they must be the most hallowed objects in maritime history.

Next we travel to see a most remarkable marine artifact of the 17th century: the *Vasa*.

The time — sunset, around 1920 hours.

The weather — utterly, totally, and unqualifiedly crystal clear, a perfect night such has not been seen since spring. Visibility unlimited. Zero cloud cover.

I left Mud Creek at 1915 hours, which gave me just enough time to get perhaps a quarter mile offshore to catch the last vestige of the sunset. The sky being so indescribably clear, the glow of the solar center lingered long after it was down over the horizon.

As the western sky darkened, the waxing crescent of the three-day-old moon materialized just above the horizon, perhaps azimuth 10 or 15 degrees, hot on the heels of the sun. Although but a thin crescent, the transparent atmosphere revealed every detail. The shadowed portion stood out in bold relief against the blue twilight, the entire body was visible.

As the dome of night continued to descend, the rest of the celestial clockwork was summoned into being. First Jupiter, in the southwestern quadrant, glittering alone as if someone had poked a hole through the fabric of night to let the daylight shine back through. Then Venus, chasing the crescent of the moon to the west as if it wished to rest therein during its time below the Earth. Then the remainder, Ursa Major, Cassiopeia, the North Star, indeed every star of worthwhile magnitude was there to be seen.

I glided silently eastward, towards that area of the coast with the least light interfer-

## An Unvisited Corner of the Cosmos

By Brian Salzano

ence in order that I might behold the night in its full glory. The wind had begun to diminish the second the sun had dipped below the horizon, and now it was down to a gentlest of breezes, just enough to ripple the water. I made fine progress past the Bellport Beach Club all the way to the beach at the golf course.

The rest of humanity, unaware of the spectacle unfolding just outside their doors, had taken to their homes or hid themselves away in the bars, malls, and dirty theaters which they use to distract themselves from facing their true thoughts. I was alone on the bay in silent repose, stars glittering above, phosphorescence glowing beneath me, and the veil of night in between.

In the last vestige of twilight, I watched a bat appear from behind me and then disappear into the deep blue velvet night as suddenly as it came. Here and there a shooting star would fall. In the stillness, it was almost as if you could hear it burning through the darkness on its urgent journey to oblivion. The Fire Island light pulsated just below the horizon to the west. A flare could be seen many

miles off, from unknown origin. Slowly the mental chatter which clouds the days activities faded to a dim drone, then was gone completely as the senses were stirred by another falling star.

For the shortest of moments the world, in all its misery and unhappiness, was gone from my mind. Active thought ceased. I existed only as a sensate being drifting across the face of a serene sphere in some unvisited corner of the cosmos. I felt the faint moonlight washing over me like a warm vapor. I watched as the phosphorescence formed itself into new constellations beneath me. I heard the burning and rumblings of meteors as they consumed themselves in the transparent atmosphere.

After a few moments of this repose, I was forced to allow thought to creep back into consciousness as my flight plan called for me to be home by 9:00. Slowly I arced the boat westward, towards the lights of shore, and began my return journey. It was uneventful but for the unexpected frequency of shooting stars, which were quite active for some reason, perhaps a local shower which I failed to note in my research. The calm repose I had achieved lifted slowly, in seeming inverse relationship to my distance from shore. By the time I touched ground at the marina I had returned to the world as we know it, the noise, the light, the filth, and squalor.

All told, an incredible night. The sort which transpire only a few times in a lifetime.

When my wife turned 40, Mother gave her a check, "...not to be spent on your husband, offspring, or dog, but on you, and frivolously, I hope." After a suitable period of shock, Helen fell in love with a particular sailing pram and had one built. Eventually friends of ours built one, too, and the next summer there was a lot of sailing in company. These little prams rowed execrably and were glorious sailers. Clearly it was time for me to get one and join the fleet. I drove east to where the builder held forth, only to find that he and his wife, who cut their excellent sails, had gone. No one knew where or why. So, rather than get an inferior pram or wait till someone could copy Helen's, we decided to make do with what we had.

The skiff that was to become *Passionella* was the third in a series of \$5 rowboats which have enriched my life since the war, and actually cost me \$10. I had been looking in yards for skiffs of good model, and found one free of rot whose various fastenings weren't too bad, so we carried her home. She did row nicely and had plenty of stability for stake-setting. Nobody really noticed her, like any well-trained servant she was completely unobtrusive.

Helen and I developed a basic rule that nothing should be bought for converting the skiff. Everything had to come from the shed, the attic, the woods, or from scrounging.

We started with the sail. A careful search unearthed an unbleached muslin cockpit awning, nearly finished, from a Seabird yawl we'd once had. This was laid out on the floor and "spars" of differing sorts were brought to it and laid on in various arrangements until it looked right. The spars fitting the sail best were a stretcher handle, oval in section, for a mast, a five-barbed fish spear for a sprit, and for the boom, an elderly ash hoe handle which was given jaws (made from lobsterpot laths) and a hole at the other end for an outhaul.

The other fittings were a wooden thumb cleat on the sprit for the snorter, a serving of marline on the mast to keep the snorter from skidding down it, and a brass eyebolt at the masthead for the private signal. Sleeves for the mast and boom were then pinned in to ensure some fullness in the luff. Holes were left for the snorter, boom jaws, and main sheet, and a pocket was fitted to the peak for the sprit, since we had no grommets.

Helen sewed up the sail on the Willcox and Gibbs Domestic and 17 years later it's still usable. Spars, and oddly enough, the snorter, have not been changed since the first rigging.

Keeping the mast up and getting it down in a hurry are both important to me in little boats (in sudden squalls or long calms). My first mast steps failed, until finally I tied the keelson and the chine logs together with a great plank and mounted a step block on that. This gave the fastenings something to hold onto. The partners consisted of a narrow thwart running from gunwale to gunwale with blocks screwed to its aft side for the mast to fit into. The mast was held in place by a piece of manila which could be released with a quick pull, allowing the whole rig to come down into the boat. It worked as well as an expensive gate of either metal or wood, could be adjusted with wedges if one wanted, and cost us nothing.

The leeboard was a narrow leaf from a table. At its top I put a U-shaped piece of strap iron so the board would hang on the gunwale, and held it in place with a board having a block

## Passionella A \$10 Skiff

By Bulkeley Smith, Jr.



at each end, bolted through the side of the boat. A truncated wedge prevented the board from toeing in and kept it pointing, more or less, straight down instead of following the flare of the side. My previous experience with daggerboards and leeboards suggested the need for looseness of fit and a certain amount of give in their fitting to the boat. In fact, I never broke the board or loosened the case, despite innumerable groundings on our rocks. The proper size of the board was established by cutting slices off its bottom until it worked about right, bearing in mind that the faster you sail, the less board you need.

The rudder I made was too small at first, so I added the bottom of a bureau drawer to it (all under water and hence invisible), which gave me all the leverage I needed. Gudgeons were used on both transom and rudder, and a long rod dropped through the lot. This rod was left long enough so that the rudder could be raised clear of obstructions without disengaging itself, an advantage shared with some Chinese junks. The whole mass was light enough to raise in a hurry with one hand, and the rod was whippy and fitted the gudgeons (big eyebolts) loosely so nothing gave way when we did hit anything. The first tiller was a mop handle, but when that broke it was replaced by a shortened rake handle which still holds.

The main sheet was a softened piece of manila of good section, old enough to be easy on the hands yet young enough to have plenty of strength left. It was either hand-held or caught on a belaying pin through the stern thwart. The painter ran around the stem through two holes in the top strake. Again, no cost, no fittings, and absolute strength. For a

killick I had three sash weights, boxed so that they couldn't scratch anything, especially me. They also made fine trimming ballast in this guise.

Now I had a boat which could row, scull, and sail, whose whole rig could be set up in a minute-and-a-half and struck in less time than it takes to type it. No money was spent on gear, and none of the cloth, line, or wood was new. The only metal fittings, aside from the rowlocks which came with the boat, were the U-shaped iron strap I bent for the leeboard, two heavy bolts to hold its wooden cage to the boat, the gudgeons and rod for the rudder, and the other eyebolt for the private signal. The rest was all wood, string, and holes, cheap, simple, lasting, and easily repaired or replaced.

It is significant that I have given no dimensions. I never took any. For some reason, everything was fitted to everything else. For example, the size of my sail was governed by the available cloth. My boom had to be long enough for boom jaws, foot of sail, years of stretching, and outhaul. So I held it against the cloth and judged where to cut it off. Oddly enough, I didn't realize I was doing this until most of it was done. Had I measured the leeboard and rudder, which had to shrink and grow (respectively) later, I would still have gotten them wrong at first because this was a fault of judgement on my part, not of measuring.

On a reach or a run, the skiff could gain nicely on Helen's pram, but *Passionella* was by no means as weatherly and hated to be pinched.

She was logy in light airs, but quite happy with a rap full and sheets just started. In a heavy wind with considerable chop she pounded a little when beating and nearly, but never quite, buried her bow in each wave. Reaching, she snored along like the thoroughbred she wasn't, running was a delight in smooth water, but in a heavy chop, running dead before it was worse than catboating. She wanted to roll horribly and tried to play tricks with boom and sprit. The enlarged rudder and careful sheet handling kept her from yawing and she never broached. However, it was on such runs that the mast levered out my first two mast steps, and each time the rope gate on the partners, with its instant release, saved me from further damage.

As I came to know her better, no longer did she seem a mere shed-rigged skiff, a working girl, but *Passionella*, the glamorous and exciting, to be sailed even when the other pram was free, and to be defended vehemently from her detractors (of which there were many). In 1960, sprit rigs and leeboards were utterly gone from our part of the Sound. Sailing skills were being burned, along with the last of the sharpies, in 4th of July bonfires. Yet she sailed on, honorably and in various weathers.

She also went on teaching youngsters to row and scull properly, and occasionally supervised their first sailing in the prams. She still put out anchors and stakes for the sharpie, and later a catboat, towed the floats into place each year, and did most of the more important and messy beachcombing. Occasionally another fastening would let go and be replaced. I put in a pair of children's skis, less points, parallel to the keelson to spread the strain.

Around 1969, I decided to do something about her extremely moderate ghosting ability and went to the rag bag where I found a green muslin shower curtain with grommets

along one side, and a biggish triangle of white muslin. Again, we laid the main out on the floor and tried to figure what we needed next. These were to be little sails and wanted light gear. There were a couple of old bamboo fishing poles in the shed, and Helen remembered that grass rugs that came from Asia were rolled on bamboo rods. So I went to a rug merchant who referred me to his backyard, where my spars lay for the taking.

The mizzen was off-center to clear the helm, carried in a step where bottom and side and transom meet, the partners being a hole in the stern sheets. The foremast lay along the back of the stem and was held in place by the loop of the painter and a couple of long wedges to tighten things up. Spars were lashed, hitched, or bent to each other and to the sail. Where thumb cleats were needed, they were lashed to the spars. This worked well and saved me struggling with bamboo, which is hard to work and prone to splitting. I came to realize why some primitive boats seem to have followed the same course.

The mizzen only took one form, a boomed spritsail. But the foresail or jib had three arrangements, the one illustrated, the stick-up sprit used in some Chesapeake canoes and skiffs, and a jib arrangement with a long, hogged bamboo bowsprit and a bamboo luff spar in place of the jib stay to reduce sag. All worked pretty well, but the stick-up sprit probably set best. The flexibility of the bamboo saved damage if someone barreled too smartly into a dock, yet the rig stood well in the wind.

The mizzen outrigger carried out the curve of the sheer nicely, but was a nuisance in crowded quarters and would ultimately have been replaced by a reefing boomkin (probably the rest of the rake handle from the tiller), running through the hole in the transom and tied to the stern thwart (i.e., two holes, a string, and a stick). All sheets led to belaying pins in the stern thwart, so the rig was easy to handle when you got used to it, and very quick to strike when it blew up in the Connecticut afternoons. The mizzen alone in the main step made a good winter rig.

I now had a one, two, or three-master which was manageable, fast, and fun to play with, if startling to the observer.

About then, give or take a year, came the first rowing conference at Mystic, where it poured for two days. Everyone rowed and sailed everything in sight, and questions were tossed about as to what made good boats for who and for what purposes. I was muttering in my beard about the virtues of a \$15 rowboat a child could rig himself, and showing my photographs of *Passionella* to anyone who would look, like a Paris postcard tout. John Gardner was laying groundwork for his small boat miracles with Syl Costelloe.

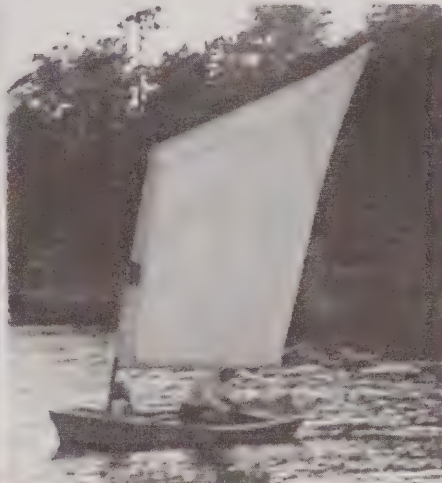
Atwood Manley was pushing his feather-light, super-precise confections, and Waldo Howland and Pete Culler were doing darker, heavier, and richer magics, to culminate in the "good little skiff" the next year, a boat any child would drool over but few could afford. Father was trying to con somebody, anybody, to come up with decent pulling boats for camp waterfront use to replace the non-rowing aluminum abominations beloved of non-rowing, ignorant trustees. What a couple of days! Here were lots of good pulling boats of many sorts, good sailers, too, and a tremendous cross-fertilization of ideas. Next year I would bring *Passionella* and show them what \$10 could do.



*Passionella* chasing Helen's pram.

Of course, *Pash* never made Mystic. She got too "ripe" to stand such a journey. But it didn't matter much, as proper boats were reviving anyway, and each year sees improvement in the number and quality of those coming to Mystic. What *Pash* taught me, and I think it may be worth passing on, is that

simple, cheap, and even crude rigs can be fun and highly instructive. Had *Passionella* started out as a \$500 or even \$50 rowboat, I might never have dared to spoil her with those weird and wonderful rigs. Think what we might have missed!



Helen's pram and *Passionella*, racing rivals of long ago.

The Smith Family Fleet at anchor in '61.



## Problems:

Possibly the most difficult and complicated capability to understand and design for this boat is the semi-displacement capability. The idea is that the boat ought to be able to efficiently move at slow speed to sail, be rowed, or to handle rough seas. The boat should be able to achieve efficient semi-displacement cruising speed to meet a schedule. She should do both comfortably.

Pounding and broaching in a seaway can be big problems with wide transom, shallow "V" hulls.

Pete Culler said of his powerboats, which generally have semi-planing ability with bigger engine and wider beams than the boat I'm proposing, "Quite good sea boats and reasonably dry. Have no desire to trip running off. They will, of course, hammer if one pushes them in rough seas, but they take kindly to becoming a displacement boat under those conditions."

The Aleut kayaks were able to achieve the double purpose of good planing and displacement capabilities, as shown by George B. Dyson in his paper "Form and Function of the Baidarka." We have a lot to learn from them, and from Dyson. Designers should take note of the unique-to-kayak's wide upper tran-

# Versatility - 2

By James Delcamp

som for planing under paddle or riding waves, and the narrow, more standard lower transom for efficient displacement speed paddling.

## Possible solution:

Reduce transom buoyancy, take on ballast. become a full displacement hull and reverse the process as necessary.

To achieve this, the boat might be given a carefully designed bottom based on the Aleut kayak. At low speed, the stern would ride higher and the more streamlined lower hull would allow efficient water flow. A widened, buoyant skeg could help to accomplish this. At high speed (10 knots about, higher speeds would require heavy, big, complex, expensive engines), the stern would drop until its wide, flat sections hold the stern up, and keep the deep "V" bow down to cut through waves in semi-displacement mode.

A long, narrow hull eases the transition from displacement to semi-displacement by reducing the effort and engine size required to push the boat up to a cruising speed.

## Specific possible design options:

For sailing at low speed: Water ballast added forward to lift the transom up; the bow shifting down somewhat. Note that in Cullers' designs the bow is very high. So there's plenty of reserve to shift if we copy his sheerlines.

Somewhat narrower transom than a powerboat but fitted with "transom wideners" for use to obtain to higher speed, such as side skegs that fold up for sailing. Much design work and testing would be required to perfect this idea. For this reason, I have not shown this option in the preliminary plan accompanying this article.

Reverse sheer at the transom, like the old modest power motorboat, is to reduce the size and reserve displacement of the vulnerable transom. This option is incorporated into the preliminary plan.

Of course, much model building, tank testing, full-size testing, and adjustment would be necessary to make it work. After all, the Aleut kayak evolved over centuries.

Here are some specific design rules for semi-displacement hulls, based mostly on T.F. Jones' discussion in his book *Boats to Go*.

Long narrow warped "V" deadrise hull; the less rocker aft, the better; 5-to-1 length to beam ratio at waterline; transom 7/8 maximum chine beams; perfectly straight lines in the aft 1/3 of bottom; sheerline pulled in to give minimum flare aft; tumblehome even better, but harder to build; center of buoyancy amidship; payload kept amidship and well forward; people kept near amidship; gas tank kept away from stern; equipment kept in bow; keep forefoot down, keep gravity forward, and buoyancy aft; have fine entry at bow; very deep "V", keep plenty of reserve buoyancy forward; lots of upper bow flare; engine kept forward to keep bow down; tentatively 14+ deadrise amidship, 10+ at transom; long hull skegs aft near chines to improve directional flow of water at cruising speed.

## Power capability:

Versatility should be semi-displacement, I believe, not planing or semi-planing. Very modest power can drive a long, light, semi-displacement boat at acceptable cruising speed, perhaps 10 knots at steady cruise.

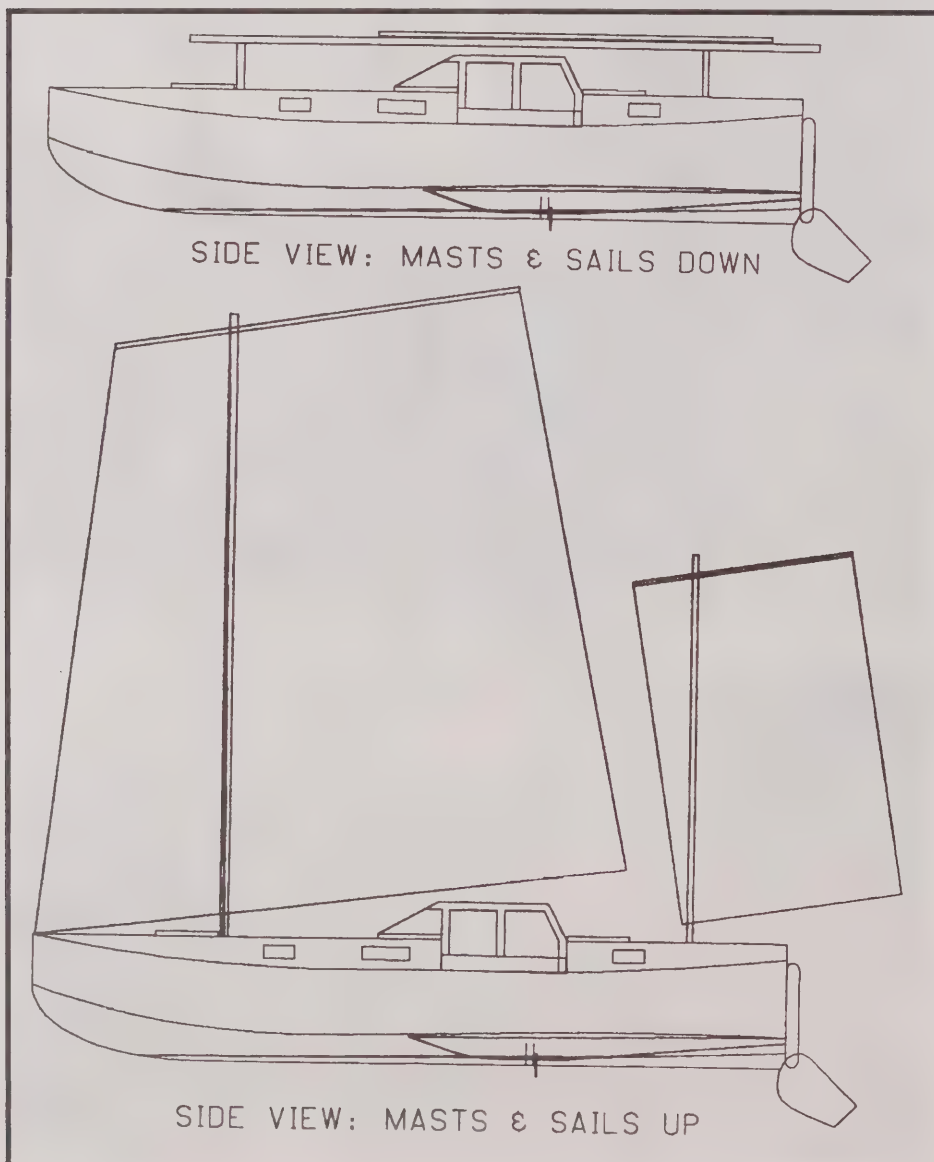
Large, heavy engines are avoided, along with big fuel tanks, heavier hull to crash through waves at high speed, and great cost.

Instead, a small engine, perhaps a 15 hp Honda 4-stroke for quietness and fuel efficiency, results in low fuel consumption, modest fuel tanks, long range, light weight, and low cost.

Everything is kept modest, manageable, and in proportion, sails, masts, motor, weight, accommodation, and speed.

Achievable might be: 10-knot per hour speed; 20-gallon fuel tank; 120 pounds of fuel (6 pounds/gallon); 1/2-gallon's fuel use per hour, and 400-mile range under power.

An outboard may be advantageously placed in a well in the cockpit area, thus keeping weight forward, securing the outboard against theft with a locked well cover, and keeping the propeller submerged in rough waves. My very preliminary design shows the outboard offset to starboard to keep the keel intact. Also, a "concentric box" system for the outboard-in-well would allow a smooth and undisturbed bottom instead of a turbulence creating open well. Allan Vaites proposed this



idea in the January 1959 issue of *Maine Coast Fisherman*.

### Sail plan and rig:

A split lugsail forward and a balanced lugsail or spritsail aft is suggested. This is in the tradition of 19th century English fishing boats. These boats favored the end of sail, even over gaffers. They have many advantages.

The sail foot can lean away from the wind, like a boardsailer, not towards the wind as in a boomed boat. This gives more drive down low instead of heeling the boat and spilling wind out the top.

The split lugsail can be made as easy to tack as any boomed boat, and, without the low boom sweeping the deck, the lugsail could be safer. Bolger has approved of the lugsail, but not the split lugsail. I believe that the faults he alleges of the split lug can be tamed. He asserts that the split (that allows the lug to easily go past the mast during tacking) ruins the sail shape. I believe two cross boat tracks at or near deck level for each half of the lug at the split could assure good sail shape, while allowing virtually automatic tacking just like a boomed sail.

Rigging, tackle, and fittings are very simple for a lugsail compared to a gaffer or marconi. Stays may be simple, short, or perhaps none. The mast may be short and stout, easy to lower from a tabernacle, and it may be easy to rig a high drifter in light air above a lugsail.

A lugsail may be easily swung across the bow like a square sail to give good downwind performance without fear of the dreaded accidental gibe, and the sail feet secured well forward may permit self steering downwind.

### Two masts and sails have important advantages:

Sails and mast can be smaller when split up, making handling and putting masts up and down for trailering easier. The forward mast can fold down aft and the aft mast fold down forward.

Two sails can easily be made to self steer the boat to windward. Self steering gear is thus cheap and simple, and general maneuvering ability is excellent. I have been aboard a two-masted sharpie that sailed backwards with ease.

As two sails of equal size may compromise windward ability compared to a single large sail, I favor a larger foresail to reduce this possible fault.

### Rowing ability:

Rowing ability may be useful and achievable for this relatively light and low windage boat in calm conditions.

Rowing speed estimate based on other boats: Dovekie achieves 2.5 knots at 1300 pounds displacement (three people aboard and only one rowing); Aleut achieved 1.5 knots at 5,000 pounds displacement (one person rowing).

Therefore: Versatility may achieve about 2.0 knots with 2,500 pounds displacement and one person rowing.

Flotation; 2,500 pounds maximum displacement requires 40 cubic feet of flotation. Add 10 more for reserve, or 50 total. This equals an area of 1' x 5' x 10' distributed around the boat, such that if upside down and full of water, she would float high enough to flip right-side up due to ballast in her bottom.

Also, there must be enough flotation down low to float her well above the gunnels when full of water.

### Accommodation:

Headroom: Full headroom is not reasonable in a boat of this size. She would look top heavy and have excessive windage. Rowing would be impossible in any conditions.

Sitting headroom: With 4 feet from floor to ceiling in the necessary areas, head and dining table should be possible. Also possible: With hatches open or pop top, full headroom over the galley area and head. Two feet over bunks where only legs and feet go ought to be adequate.

Cabin arrangement: I favor fore and aft cabins with a center cockpit. This allows good crew weight position in this long, light boat, more forward to keep the bow down in semi-displacement operation and to keep the transom up during full displacement operation. Also, two cabins, much appreciated on catamarans, allow two distinct spaces, and the aft cabin windows in the transom are very pleasant at anchor for watching the changing view as the boat swings. Two cabins with a portable w.c. allow moving the w.c. into whatever cabin is not being used for sleeping, eating, or galley, or into the cockpit. A portable "Dutch galley," as illustrated by Chapelle in his *Boatbuilding* book might also work well.

Disadvantage: Aft cabins are always wet, receiving spray too easily, according to T.F. Jones. Perhaps this can be alleviated by a removable spray hood and windshield over the center cockpit.

### Concluding appeal:

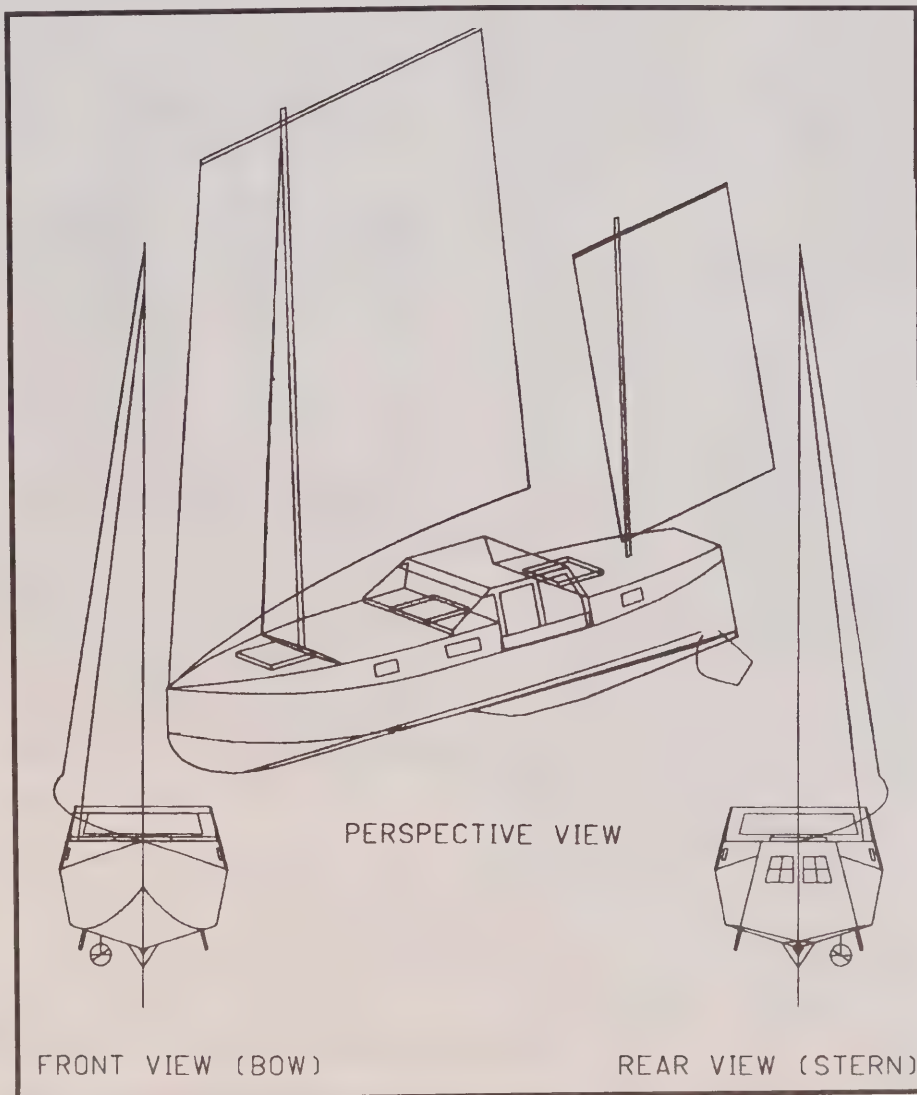
If the ideas and plans suggested here seem reasonable, and there is interest out in MAIB water, I would very much like to coordinate with other parties in the development of a boat.

Perhaps a company could be formed. I do not have the money or time to do this on my own, but would like to work with others to make Versatility real. I would readily buy such a boat should she come into existence and the cost were reasonable.

I'm thinking, especially that a bare hull could be made and sold with plans to folks who would finish it, possibly at very reasonable cost.

Rotomolded cross-linked polyethylene would seem to me especially appropriate for a hull/deck structure. Sail is sail, and power is power, and never the twain shall meet (to paraphrase Kipling), or shall it?

Imagine the skill and judgment we waterfolk could develop exploring the operational envelope of a truly versatile boat in the turbulence debussy called the "Dialogue Between Wind and Sea."



In the days of yore (early seventies), when about half of America's adventure-some youth was drifting around the South Pacific in hastily assembled Piver Tris, there appeared a photo in one of the glossies that, apart from some fullgrown tris in the distance, showed a small sharpie (I think, it said 18'), sitting on the beach of this faraway island. The sharpie's name, the caption said, was *Mosquito*.

This sharpie had been fitted out with outriggers. It had a cabin, but otherwise nothing seemed to have been changed from the ordinary model. Yet, there it was, happily beached in Paradise.

A sharpie, that simple, versatile, easily built craft, sprouted from the genius of simple people, easily built if you do it in the time honored way of those people that called their bay "Jes'-a-peak" because that's what you got of the bay if you looked in the right direction.

I think that it is the prolific and well-versed Bolger who, in this day and age, has made this "Chesapeak-Method" almost an american household word. However, most of his designs use ply; I, my-

## Dreamboats

### Malibu-Type Outrigger II

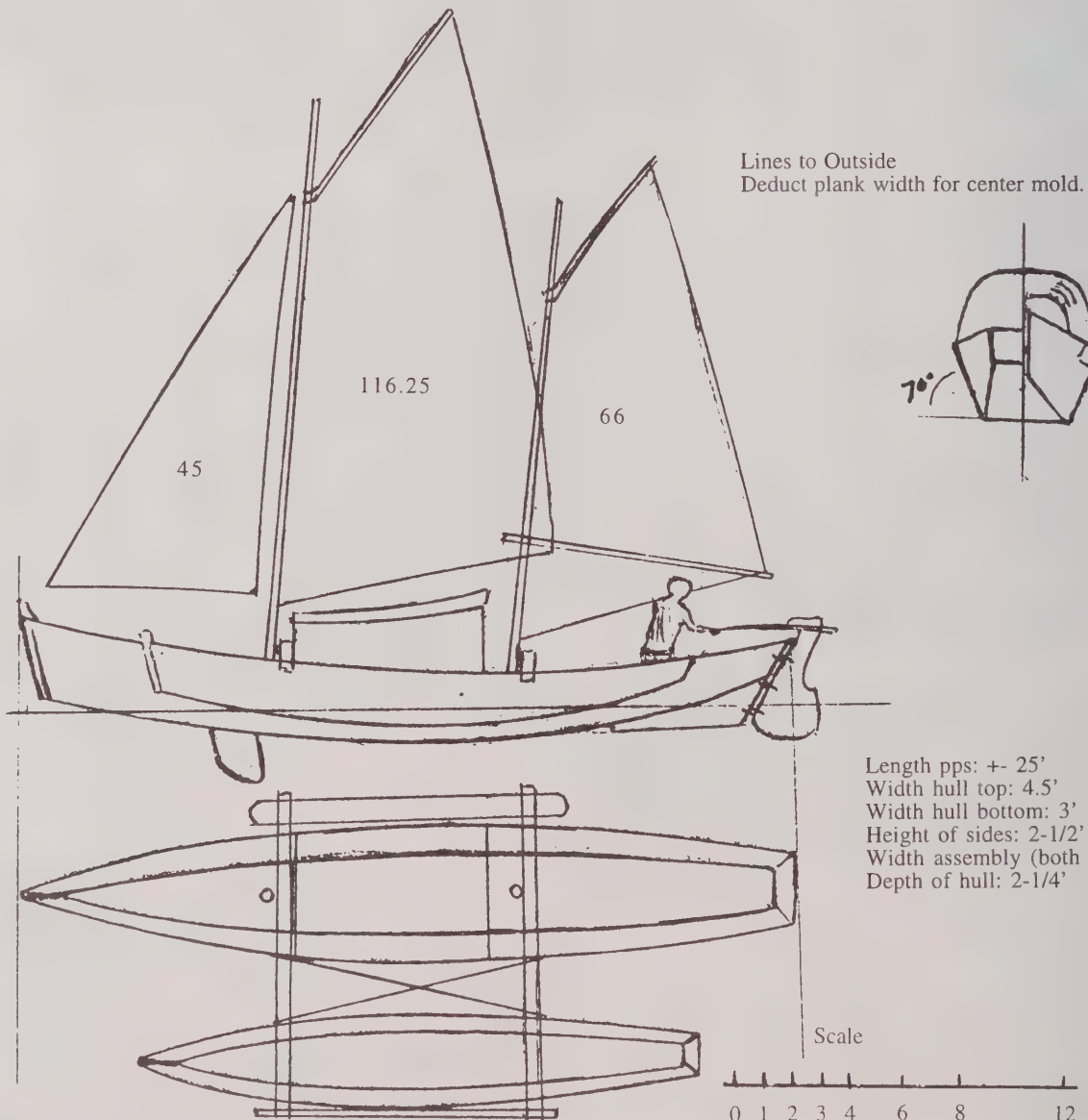
By Richard Carsen

self, prefer plank.

Get Rabl's *Boatbuilding in Your Own Backyard*, still a good standard if you too like to work in plank. Turn to the first design he shows, that of Uncle Gabe (Gabriel Moses), look at the drawings and thoroughly read the text. In over half a century of looking at numberless designs, I still challenge you to find an easier method when building with plank. Can be built anywhere (no stocks). All you need is your material, and some rope to make a Spanish windlass. Hand tools will do the entire job. The sail can be laid out flat with the panels parallel to the luff. Put the sail thwart atop the wales, and making a mast from some doubled up 2x 4's, you have enough bury for a free standing mast. They made 60' ones, freestanding, on east coast pilot schooners.

This boat: Make up the planks for the sides before bending in. As planks won't bend evenly, make sure the frames won't break loose in bending by fastening them with small bolts. The top line, from stem to about halfway, is the top straight line of the plank. Measure where the top of the stem is going to be, how far below the topline of the plank. Take a light batten and some weights, and connect the halfway point with this top stern point in an easy arc. For the bottom line you will have to use the batten for the entire length. Cross plank the bottom (see Rabl). You have just become a boatbuilder.

Years ago I built this type of boat for a young man with little education (where do you get it nowadays?) but highly intelligent. He fought me all the way. No way you could build a boat that way! It did not matter to him that the design came from a book written by an acclaimed naval architect. We had heated discussions at every step. I even built a simple cardboard model (two scaled down sides, bent around a center mold; no bottom, not necessary to get a feel for the form). He went to a job up



north and left the boat.

He came back a few months later towing a boat, an outrigger. It was entirely his own design and work. That's really how simple it is. He was working at a building site and there was plenty of thrown away lumber. That's what it was made from, discarded lumber.

I have given you plan, profile and section, measurements and a scale. If it says 2-1/2' for sides, it means f.i. two one foot wide planks and one half foot one. This wood, coming finished from the yard, isn't 12" or 6" wide, who cares. It will work. If you are out here and there 1/4" or even an 1" (as long as it matches) it will still work. These boats were none of them exactly the same; as a matter of fact, there were wide differences.

Some of the numbers that apply to this boat are affected by the choice of wood you use, as follows:

Weight (spruce or redwood): 26x 4.5x 24x 2.25x .1 gives approximately 650lbs for main hull; 26 is weight per cubic foot, .1 is factor approximation.

Displacement approximately: 19x 1x 3.5x .45x 64, about 1900lbs. .45 factor is approximation for this hull; 64 is weight seawater per cubic foot.

Let's say two men with gear: 600lbs, total weight maybe 1300lbs. In this case you may have to find 300lbs ballast. For instance a cubic foot of cement and

sand, weight per cubic foot (1 x 3): 130lbs, plus (mixed in) 1/2 cubic foot of boiler punchings: 175lbs; or two cubic feet of cement, stone & sand: 300lbs. If you are taking a great deal of electronic equipment, figure the weight and deduct from ballast.

Now, with the waterline barely touching stem and bottom of stern transom at maximum immersion, 22x 1.8x 3.5x .45x 64 is 4000 approximately. 3.5 is average width main section.

When using different woods, the weight picture changes. For instance:

White northern pine: 1.1 x 650 is 700lbs hull weight

Georgia longleaf pine: 1.8x 650 is 1200lbs hull weight.

Oregon pine or Douglas spruce: 1.35x 650 is 880lbs hull weight.

Douglas fir: 1.3x 650 is 850lbs hull weight.

White western pine: Same as northern pine, 700lbs hull weight.

Now, all this stuff can weigh 5 to 10% more so before you start finishing off your ballast, look at your waterline. Also consider waterballast (see Bolger). Each cubic foot of seawater gives 64lbs less displacement.

Outrigger weight: 26x 3x 17-1/2x 1.8x 0.1 is 250lbs. Displacement is 2700lbs, righting moment: 6x 250 is 1500lbs.

Finally: Do oil well with linseed oil. Oil seams again before using caulking. See you in Rora Tonga!

Note 1: With what you have here, you can do the calculations for the outrigger, which needs no ballast but can be used (carefully) for storing some of the stuff you need before reaching Rora Tonga.

Note 2: The Polynesians in Hawaii used double canoes. When they reached Tahiti, however, they saw the outriggers of the peoples west of them, and that gave them an idea, the 1-1/2 catamaran, which is neither outrigger in the true sense, nor double canoe catamaran. Of course, they rigged it so it could sail both ways, but the stem and stern did differ. Of course, you had to shift the sail and carry the rudder from one end to the other. This was okay when travelling with a large crew, which they did. But for you, even if you go with friends or family, you better figure that in tough conditions you will probably be single-handing, no matter. So this particular solution, where you don't have to shift and carry, does seem the better way.

Note 3: Taking away the main, or the jib and mizzen, reduces the area to about 1/2. Yet be not misled by the lack of reefs on many modern craft. If you go cruising you better have some reefs. Remember, this baby CAN capsize. Always play it safe, that's good seamanship.

Chuck Flett was looking for a boat design that would utilize the slick fiberglass hulls he had acquired from a defunct rowing catamaran company. Meanwhile, Doug MacNary was developing a two meter craft (Wee Tri) that included two outer hulls with a skiff suspended in between. Doug had completed the hulls using a simplified system of assembly discussed in the sidebar. The hulls were joined by two 2"x4" cross beams.

Windsurfer sails have become popular on small boats. Chuck is a windsurfer (he builds his own boards) and has acquired a number of sail/mast/boom combinations.

Last winter he obtained a VCR tape of KC Flyer ice boats which had the sail placed behind the helmsman. Would a sailboat work with this combination? Could Doug's 2-meter catamaran straddle Chuck's rowing hull? Would this combination sail with a rear-mounted windsurfer rig for propulsion? Doug drew layouts of the combined components.

The design includes the basic catamaran configuration. A deck is placed on top of the crossbeams and a 16' fiberglass hull is slung beneath the beams. There is a 1-3/4" x 1-3/4" x 5" "king post" mounted behind the chair seat. It is stayed to the bow and the aft beam. The sail rig is located behind the king post. The mast is attached to the deck with a standard "hour glass." The mast is fastened to the king post with a 3/4" plywood joiner. It has a square opening which slips over the king post and a round opening for the mast. The joiner is located just above the boom attachment. An old canoe rudder is used with a single long tiller

## An Aft Sail Trimaran

By H. Douglas MacNary



Trimaran with rig aft of helmsman.

attached to one of its cross flanges. The running gear consists of a single line, two-part system which is led forward under the seat to a front block, then back through a clam cleat.

The first test of the design included positioning of the center hull fore and aft to obtain trim. Buoyancy was then checked and the waterline was established. When the boat was hauled, water was found in the port hull. Doug had not filled all the tooling holes with epoxy!

The second test was made using the fully assembled boat on a customized trailer. Because of the height of the deck from the ground, it was difficult to mount the sail/mast/boom assembly. The stays were also a problem because the clamps were not adequate. Twisting the wire did the trick.

The boat floated on the waterline, the sail was manageable, and the steering was responsive. Lack of wind prevented further testing. The boat (tri) was easily hauled on to the trailer and the sail/mast/boom was removed quickly. The king post was left standing.

Chuck took the "experiment" to his shop where he repositioned the aft sheet blocks (the sheet had just touched the lower batten of the sail). He then took the boat to the Concord Yacht Club where he tested it in an 8-knot breeze. THE BOAT DIDN'T SAIL WORTH A DAMN! It kept swinging to weather before any way was attained. There was great pressure on the rudder. Chuck moved the center hull aft and the mast forward. It still wouldn't sail.

If any of your readers have successful experience with this type of rig, please let me know.

H. Douglas MacNary, 11305 Berry Hill Dr., Knoxville, TN 37931

The catamaran were fabricated from 1/8" parapy and poplar stock. There is a forward, midship, and aft bulkhead plus a transom. The 2" x 4" crossbeams are located above and fastened to the fore and aft bulkheads. The bulkheads are essentially equilateral triangles, with the top side shortened to provide overhang for an epoxy fillet when the deck was attached. They consist of parapy picture framed on both sides with glued 1" x 3/4" poplar. The sides and top deck are sawn from 3' x 7" panels (doorskin). Stitch and glue assembly was used.

## Why Strip Plank?

Strip plank is a light weight, strong method of constructing hulls because the wood serves as a core material and as a structural material for longitudinal bending stresses caused by the rig loads and the sea. Wood bonded with epoxy is a modern structural material with a higher strength or stiffness per pound than steel, aluminum or fiberglass. Dick Newick says that if wood were an invented material it would be called Miracle Fiber W.

## Which Wood?

Cedar is an excellent core material. I use western red cedar, but the main requirement is that it is light and that it epoxies well. Secondary requirements are that it is rot resistant and pleasant to work with. Meade Gougeon made the comment that dense woods have more fiber and therefore more strength and stiffness. He constructed the amas for *Adrenalin* using Douglas fir as a core. It's denser, but twice as stiff as cedar, so it you "run the numbers" you find that the core stiffness is the same at identical overall weight.

The wood should be available in reasonably clear, straight grain lumber. I weigh the lumber that I use and have found that WRC varies from 18lbs to 26lbs per cubic foot, and averages 22lbs per cubic foot, as the book says. If you have an understanding lumber yard (tell them that you are building a boat) take a scale and a friend and pick through their stack.

## Ripping the Strips

Step one is to setup your bench saw. I use a Freud thin-kerf ripping blade. The blade must be adjusted to be parallel to the fence. I attach a hardwood ripping fence to the aluminum fence on the saw and I lightly wax the wood. I use a "featherboard" to hold the piece against the fence and avoid kickback. Be careful, though, when completing the cut, the strip can kick back. Now move the saw out-doors. This reduces the sound level, the dust level, and keeps the motor cooler. I like to rip all of the wood that I will need for the project at once. I put the strips in stacks of 10, held together with electrical tape. I don't use a bead and cove on the strip edges as the epoxy is gap filling and I want to go sailing as early as possible.

## Scarfig to Length

I build a bracket onto the side of the mold forms to hold the strips at full length and scarf them. I use a bench disk sander to cut the 8:1 scarfs in the strips. I have a jig which holds the pieces at the correct angle to the sandpaper. With 36 to 40 grit paper on cedar the bevels are cut very fast. The strips are placed in the brackets, thickened epoxy is applied to the joints, they are wrapped with plastic and clamps are applied when in a bundle.

## Mold Form

I use a female mold form with stations spaced 24" or 12" on center depending on the hull length and local curvature. Most builders report that they wished that they had used more stations at the areas of high curvature. I prefer female mold forms because I have found that the hulls are more

# Strip Plank Construction

By Ted Warren

fair and I like to be able to construct the insides as the hull sits in the mold form. I can then delay finishing the outer skin as long as I want to. The hull will be closer to the design shape as compared to removing a hull shell off of a male mold and then building the insides on a loosely supported structure.

## Cutting a Taper

In order to avoid cutting "cheater strips" or allowing runoff at the sheer, I taper the entire stack. This also reduces the tension that accumulates on each successive piece as it goes through a compound bend. Measure the distance along the mold at each station. Take the longest measurement and use that as the divisor at each station. The quotients should vary from 1.0 to 0.x. Take one full length strip and mark at each station the width of the strip times the quotient. Take a long fairing batten and draw the taper line. Stack all of the strips together and clamp them. Using a hand held power plane, cut them all to the correct taper. If you do this right then the strips will fit from the keel to the sheer with almost no runoff.

## Making a Hull

Almost any hull can be strip planked in one day. If it's longer than 30', or you prefer the security of an additional pair of hands, you will need more than one person. The strips should be clamped in their brackets and the edges buttered with a mixture of epoxy, silica, and your favorite filler (I use microspheres). Each one in turn is pulled from the holding bracket into the mold form. Starting at the centerline (I hope that you marked it) fasten the strip to the moldform. For pieces that are 1/4" or thinner you should use 9/16" staples. For thicker hulls you can use sheet rock screws and a screwgun. Don't be cheap with the staples. One trick that I use is to cut floating male mold stations in areas of high curvature. The strips can be stapled from the outside into the floating ply station. When all of the strips are layed up, take a squeegee and smooth out the inside of the hull. This will save you effort in the next step.

## Clean Up the New Hull

After the epoxy sets you need to pull out the staples. I use a 1/4" chisel with the edge ground to a concave curve. I put the corner of the chisel under the crown and pop the staple out. Most staples come out at once, some will just raise one leg into the air. Ignore them for a while. Come back after all of the well-trained staples are out and pull the reluctant staples with a large pair of pliers. When you get good at this, you will be able to do 1000 staples per hour. Now you need to knock off the bumps inside the hull. You can use a paint scraper, a Surfform, or a disk sander with a soft foam rubber pad under the disk. Don't sand too much, you just want it good enough for the glass to lie down flat.

## Applying the Reinforcing Fabric

The inside surface is now smooth but has holes, gaps, and bare wood in places. There are two techniques to applying the fabric. The first one is to fill the holes and gaps with thickened epoxy and coat the inside surface with epoxy and allow it to setup. The second method, which I prefer, is to squeegee in a thin layer of epoxy with silica and microspheres added. Do only the width of the fabric at a time. The fabric will then be laid into the hull and gently pressed into the epoxy mixture. The goal here is to have continuous contact between the fabric and the epoxy and the epoxy to the hull.

Mix up a generous amount of epoxy and pour in onto the fabric in an "S" pattern. Take a plastic or rubber squeegee and work the epoxy into the cloth and the cloth into the underlying thickened epoxy. When the cloth is fully wetted out, use the squeegee hard to pull out any excess epoxy that you can. It is better to use more epoxy than needed to wet out the cloth and then squeegee the excess off.

There are two possible problems that you will face now. Dry areas in the cloth will form due to not wetting out thoroughly enough and from the wood absorbing epoxy. The second problem is that the wood may outgas forming bubbles between the hull and the fabric. In both cases the solution is to check the work at regular intervals as the epoxy sets up and squeegee more epoxy into the fabric, driving out entrapped air. Heat will compound the problem of outgassing.

I have used peelply at times, but I don't like to use it on the insides of the hull. You will have to add much more epoxy to get the peelply to wet out to the fabric. When you pull the peelply you have a very even epoxy surface, but that's due to filling the weave fully with epoxy. A well squeegeed surface will look somewhat dry with the fibers in the fabric standing out, and I believe that this is lighter construction for hand layup.

## Interior Structures

Add the interior structures now, bulkheads, stringers, ringframes, beams, etc. This should make the structure stiff enough to remove the hull from the moldform and invert it.

## Finishing the Outside Surface

The outside surface should be sanded with a disc sander with a soft foam rubber pad and 40-60 grit sandpaper, I use the 8" Makita sander with electronic speed control. I feel that I get the best results by changing the paper very often and using the slowest speed, 1200rpm. I then finish with the Milwaukee 1/2 sheet orbital sander. This is by far the best orbital sander that I have ever used. It packs a lot of power and cuts fast.

Now comes the fun part, fairing the hull. I mix up large quantities of Microlite, from Gougeon, in System Three Epoxy. I then glop it all over the hull, about 1/8" thick. After it has set up I sand again, starting with the disk sander and finishing with the orbital sander. You will be removing huge amounts of fairing compound, but I've found this faster than a local area

approach. Now clean the hull, and find all of the low spots and fill them with the same mixture. Sand again, and repeat until you are satisfied with the fairness of the hull.

Now you are ready to apply the outer fabric. Drape the fabric over the hull and pour epoxy onto the fabric in an "S" pattern. Squeegee it into the cloth until its thoroughly wetted out. Use lots of epoxy. Now squeegee out the excess. If you are not going to use peel-ply then squeegee out very hard. If you use peelply you will need to leave enough epoxy to wet out the peelply. Place the peelply over the hull and squeegee it into the epoxy thoroughly.

After the epoxy has set, mark the hull for all low spots. Mix up some fairing compound and spread it into the low spots, and sand (well, not while it's wet). You then need to fill the weave in the cloth, especially if you have not used peelply. I make a thin mix of epoxy and some Micro-lite and roller this on. If you make it too thick it won't roller on smoothly. The purpose of the small amount of Micro-lite is to allow you to easily sand the epoxy, it breaks up the monolithic surface of epoxy and allows the sandpaper to cut. Use the orbital sander now to finish the job.

You must use a interface primer between the epoxy and the finish paint if you want to avoid peeling. I use Interlux 404 two part epoxy primer and have had no problems with peeling. The two part linear polyurethane paints are great, but I have been using the one part paint, Interlux Brightsides lately with very good results. Brightsides will NOT work without the primer. It stays on the hull as a soft gooey mess when applied directly over West or System Three.

One other thing, unless you are using aircraft epoxies you should paint the hull a light color. Most boat formulated epoxies are designed for strength and fracture resistance and not for high temperatures. If you paint your hull black and it is in direct summer sun the epoxy that you used will soften.

### About Reinforcing Fabrics

The common fabrics are fiberglass, kevlar and carbon fiber. I've never used kevlar, but friends who have swear that they would never use it again. It's very hard to wet out and it's a very abrasive material. Carbon fiber is my favorite material for strip plank, when I can afford it for a project. I use a 4.7 oz. unidirectional cloth 48" in width. It has a light fill of dacron to hold it together. I buy it from Techniweave in New Hampshire. It makes a very rugged strip plank hull. The wood core is safely encased in a very strong skin. The hull feels more like aluminum then wood. 4.7 oz. carbon fiber has a breaking strength of 1404lbs per inch per layer compared to 6 oz. fiberglass cloth which breaks at 250lbs per inch per layer. The carbon fiber will wet out easily if it has been sized.

Fiberglass is not just fiberglass but is available in an assortment of weaves, including unidirectional. S-500 is an 8 oz. unidirectional material which is very strong but almost as costly as carbon fiber and a pain to apply, it benefits from a layer of light woven cloth applied over it

as you go. The most common weave for boat construction is basket weave, which is usually symmetrical in warp and fill (warp are the yarns that run the long way on your roll). The other class of weaves are the satin weaves, including crowfoot, twill, and others referred to by the number of harnesses used.

In addition, the weight of the yarns will vary from style to style. These weaves are usually assymetrical, that is, stronger in the warp than the fill. This is ideal for strip planking, since we need the strength and stiffness perpendicular to the wood grain. One style that I have used is a 6oz. crowfoot that is about 80% warp. It's available from Defender Industries and is referred to as a racing finish cloth. It is somewhat harder to wet out, but takes less epoxy to fill the weave. It's best to talk to your supplier and ask about the fiberglass cloth available. Make sure that the heavier direction of the material runs perpendicular to the woodgrain.

### Epoxies

I use both Gougeon West and System Three epoxies. They are both excellent epoxies that have accumulated a huge number of nautical miles and years on boats. My opinion is that West is oriented more towards the controlled environment shop and System Three is oriented to the backyard builder. West seems to set to a harder surface and System Three seems to be more forgiving as to temperature, humidity, and other uncontrolled vectors. West sells mostly through distribution and their price is higher. System Three sells by mail order, but I believe that they pay the shipping for orders over \$100.

Both epoxies have been formulated with concerns for things like recoatability, toxicity, resistance to moisture, and many other factors important to boat builders, not the least of which they have no volatile organics in them. Both of them have a mild odor which makes working in the shop that more pleasant.

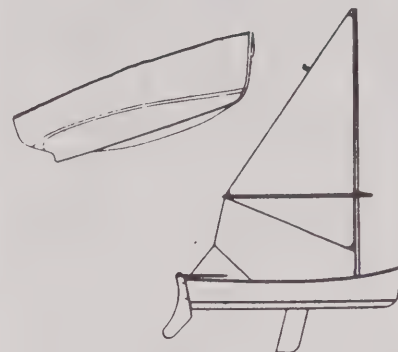
Always wear gloves when applying epoxy. I use the yellow rubber dish washing gloves because they are much stronger then the thin vinyl gloves. If a mixed batch of epoxy starts to fire off and bubble, remove it from the area. The fumes are not healthy. Wear a mask and skin covering when sanding "new" epoxy. Wear a mask when measuring and mixing additives to the epoxy.

### Philosophy

Enjoy building your boat, it's a quality experience. Build your boat to sail, not as monument to your craftsmanship. I'm going out to the boatshop now to mix up some epoxy and apply some carbon fiber to a jib boom that I am building. Bye.

Ted Warren, *Tiny Dancer* 21' proa, *Zachary D.* 29' trimaran, *Openly Defiant* 40' tri boat abuilding.  
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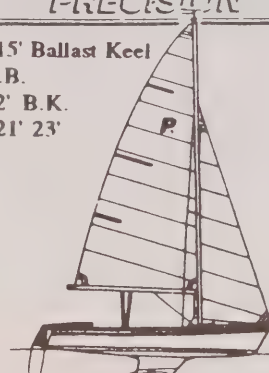
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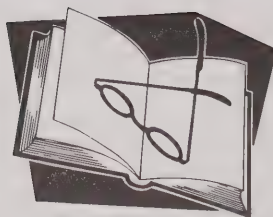
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## Book Review

### *Hen Frigates: Wives of Merchant Captains Under Sail*

By Joan Druett  
Simon & Schuster  
\$25, 272 pages

Reviewed by Townsend Hornor

"Hen frigate" is an expression long used by American whalers to denote a ship in which the captain's wife was embarked. *Hen Frigates* is an entertaining and informative account of the lives at sea of the wives and daughters of sailing vessels' masters in the 18th and 19th centuries. This is a carefully researched volume, drawn from the study of some 75 different sets of diaries, letters, and reminiscences of sea-going ladies. It systematically covers all aspects of feminine life at sea, from honeymoon experiences through sex, children, ships' kitchens, medical matters, hazards, some of them quite extreme, life on shore in foreign lands, and such.

They were on cargo ships, packets and whalers. They survived, most of them, weather, pirates, mutinous crews, disease, and more. The book is well-illustrated with numerous photos and lithographs as well as elegant sketches and paintings by the author's husband, Ron Druett. There are diagrams of typical ships' layouts with photos of accommodations, drawings of various rigs, and such to make the text very understandable, and an extensive bibliography of some 155 sets of journals and a great many published and unpublished books and articles for further enjoyment.

The individual accounts of hardship and survival range from appalling to incredible. In the chapter on children at sea, there is the story of the ship *Templar*, out of New York and captained by Captain George N. Armstrong, that had not been heard from in over 300 days and had been given up for lost, arriving in San Francisco under command of the captain's 15-year-old daughter Emma! Weather and yellow fever had taken their toll, including many of the crew and Emma's mother, but the ship, with her \$200,000 cargo, came in with her captain delirious below and Emma so sick that she had to be carried on deck in order to take sights and give orders.

The author accompanies her spell-binding stories with many interesting observations, including that these mothers and daughters were quite different in their outlook and conversation than their sisters on shore. Living in a male-dominated society and exposed to many unique and foreign experiences, in the literal sense of the words, when they came home they found the traditional housewifely chatter and domestic activity less than satisfying. They knew more about freight rates to China and the price of whale oil than they did about the length of hems in New Bedford and the price of butter.

There have been quite a few books in recent years on the subject of women at sea. This is one of the better, and most readable. In fact, it was difficult to put down. The job of sifting the large quantity of research material into logical topics and presenting it in an entertaining and connected narrative has been done well. Some of the stories will be long remembered.

In closing, the author observes that this life came to an end with the advent of steam, when captains were no longer allowed to take their families to sea for fear of the distraction. She wonders why this feared distraction did not seem to occur under sail or on shore, but was intolerable in steam. This reviewer wonders, too.



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# Bolger on Design

## Double Eagle's Yawlboat Design #65 (for Fritz Koschmann to match unpowered catamaran #646)

7-seat people-hauler and yawlboat to  
40' cruising catamaran  
Length: 12'2"  
Beam: 6'3"  
Medium load displacement: around  
1400 pounds on 9" draft  
Maximum load displacement: 2260  
pounds on 12" draft  
Power from either Kohler 25hp  
4-stroke V-2 (or Onan 24hp flat-2)  
air-cooled engine plus outdrive  
14" prop or Yamaha T-50 4-stroke  
high-thrust outboard w/14" prop

*Double Eagle's* yawlboat was designed as a vital part of the *Double Eagle* (Design #646) catamaran propulsion system. With a maximum low materials/hardware budget of around \$25,000-30,000 to construct a new dedicated vessel for the purpose, *Double Eagle* (40' x 16' x 16") was developed for commercial charter duty to carry six guests (plus a captain) in three (four) cabins, plus three to four light boats, into remote wilderness locations along the southern Alaskan shoreline. Simplicity of systems, ecologically sound, and minimal cost were paramount concerns. Several problems could be solved with this par-

ticular configuration to match circumstances of operation:

Instead of larger catamarans' typically built-in single or twin screw power plants, using just the Yawlboat to drive the 40' x 16' catamaran allowed a layout offering maximum interior volume and cabin utility, plus reduced assembly complexity without that drive train. This also eliminated the complexities and safety issues of built-in fuel storage. The Yawlboat, semi-rigidly connected to the catamaran, is intended as auxiliary power for getting in and out of crowded ports or to assist against tidal currents and on schedule.

With either power plant option, *Double Eagle* and its Yawlboat use just one power plant for propulsion of both, plus power generating capabilities depending upon alternator size. When not in use at anchor, or under sail, both drives, plus of course the Yawlboat itself, can be lifted clear off the water for zero drag and minimal corrosion.

With the large prop Yamaha T-50 4-stroke outboard, there is enough "clean" power in the water to move the 7-plus ton "mother ship." While turnkey, compact and quieter, that option only offers just a skimpy 10-amp built-in alternator.

On the other hand, the 2-cylinder, air-cooled outdrive option is heavier, somewhat more complicated to install, and offers much less overall output with just 25hp. But it generates this power at just 3600 rpm with good torque, offers a 16 amp built-in alternator, and is "dirt cheap" by itself, though equal in cost to the T-50 when combined with necessary outdrive, coupling, etc. With the self-draining engine installation of the V-2, belt-driving an extra automotive alternator of 140-200 amps is not much of a challenge, and

does then allow serious charging of the catamaran's 700-plus Ah battery bank off that single power plant aboard, again, independent of water immersion or costly onboard gen-sets! Particularly during the long days of summer, the moderately solid battery capacity of the "mother ship" should allow days (up to a week) of quiet time between charges, exploring the wilderness under sail and with respect. This propulsion option requires the Sillette Sonic Catdrive-1, with F-N-R gear, 2:1 gear ratio, a 900 mm leg, and a low-pitch 14"/15"O propeller.

With *Double Eagle* at anchor or beached, the Yawlboat can operate independently to support farther-reaching onshore or upriver expeditions or "milk runs" for resupply, change of crew or guests, without interrupting *Double Eagle's* function as a floating lodge away from the nearest town landing. With *Double Eagle* under sail, the Yawlboat can separate for particular missions for a day and then return to the mother ship at a pre-determined location, be it to scout waters ahead of *Double Eagle* or change guests "on the fly" with "deck hand" along for the cruise. Trim changes on *Double Eagle* with and without Yawlboat are tertiary concerns.

In ecologically sensitive areas, where combustion-based propulsion is prohibited or irresponsible, the catamaran can operate under sail for exploration of and floating (no foot-print) lodging by leaving the Yawlboat behind moored locally, relying on the muscle power of kayaks and canoe(s) for local exploration.

On its own, whether on a cruise with *Double Eagle*, or just around both boat's home base, the Yawlboat can also be used as a stout working craft, for instance, such as for collecting and towing rafts of lumber for modest commercial purposes.

Finally, the Yawlboat can be the lifeboat for all seven crew should the unsinkable catamaran still fail to support the lives of the crew after a collision or a catastrophic fire.

Intended as a serious tool, she is constructed to stout scantlings and without any concessions to aesthetics. Including her own structural weight, her maximum displacement at 12" of draft and 17" freeboard amidships will be around 2260 pounds. She has provisions to carry and use a pair of 9' oars, and she offers quick connect/disconnect of engine controls to allow full control from the mother ship's helm.

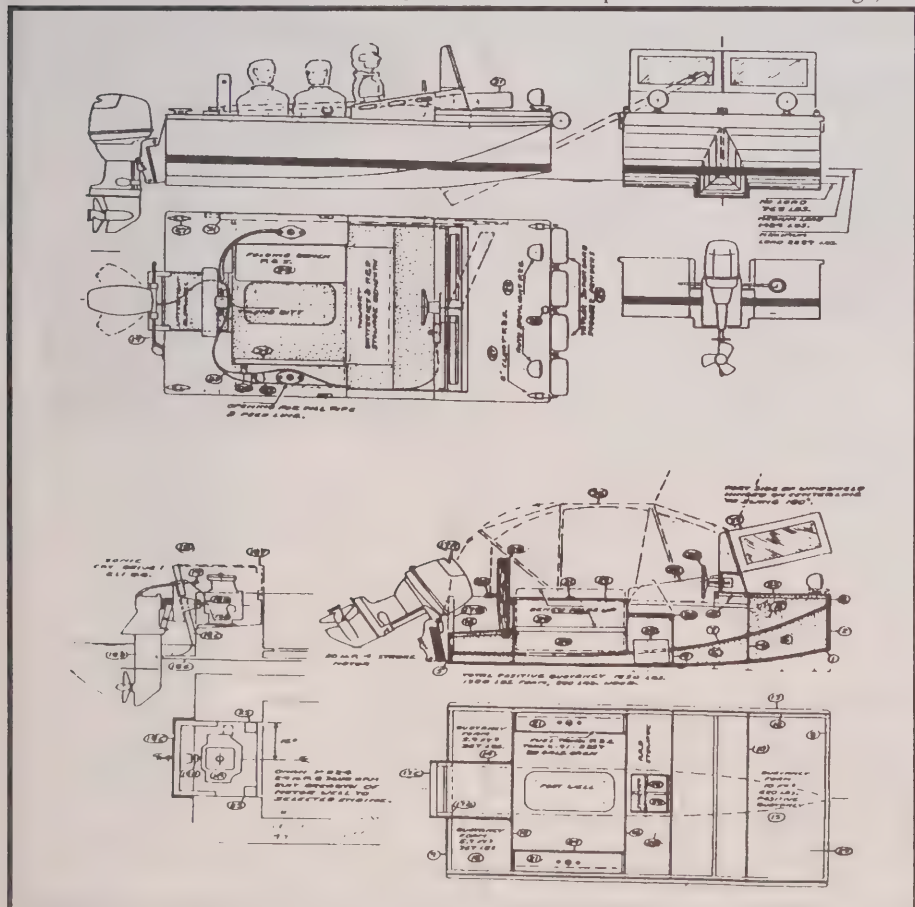
Apart from the Yawlboat's built-in tankage of 2 x 20 gallons, additional jerry cans would be safely stored in racks on *Double Eagle's* afterdecks for easy replenishment and zero plumbing of the mother ship.

By definition as a pushboat adequate to move *Double Eagle*, she can be overpowered in independent operation, and thus requires a responsible hand at the controls when planning. Her cutwater configuration certainly tames her handling in keeping with this her second vital role as a short and wide carrier of heavy loads.

Starting with the next issue of *MAIB* we'll discuss the 40' x 16' x 1'3" catamaran *Double Eagle* in a two-part article.


Plans for Design # 651, *Double Eagle's* Yawlboat, drawn on one sheet of 22' x 34" plus five-page building key are \$100 to build one boat.

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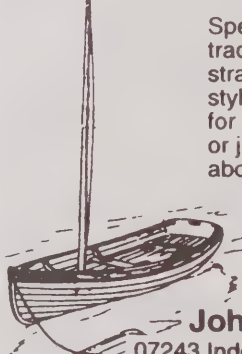
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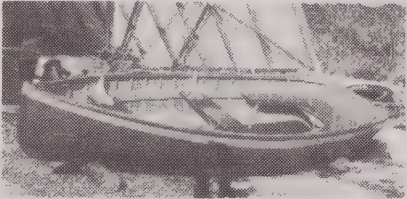


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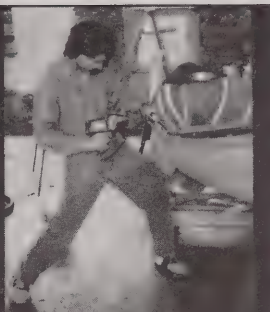
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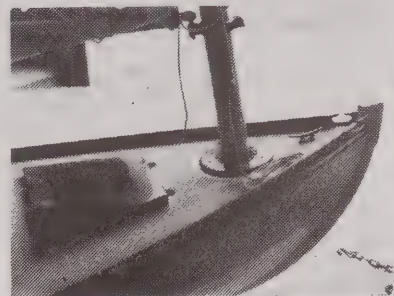
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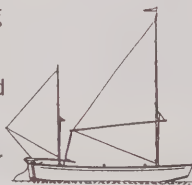
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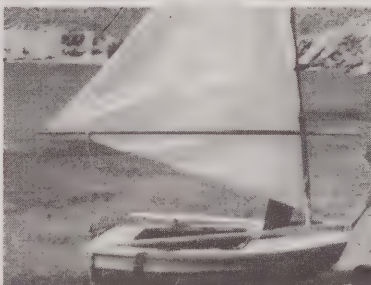
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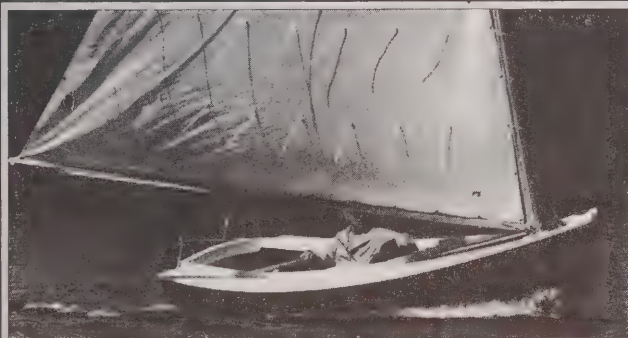
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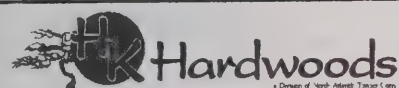
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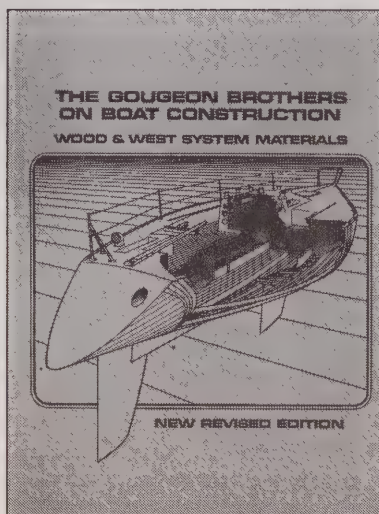
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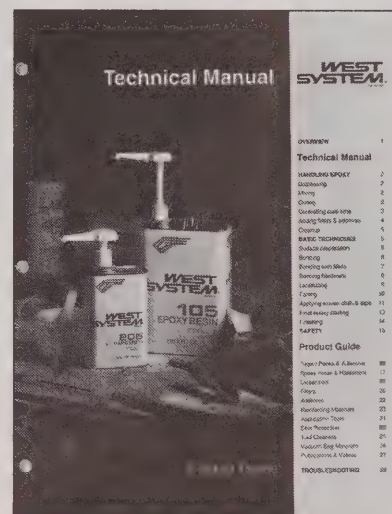
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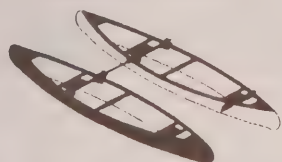
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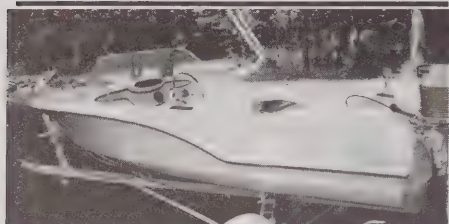
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**Bart Hauthaway Kayak**, 14'9"x24", 30lbs. \$700.  
BILL DUNBAR, Jamestown, RI, (401) 423-3839, email: <wdunbar@ici.net> (8)

**W/C Canoe**, nice. \$750. **Sunfish**, lks new. \$1,895. **Old Town Pac**. \$250. **Holder 14**, w/trlr. \$1,895. **Old Town 100th**. \$4,000.  
FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (8)



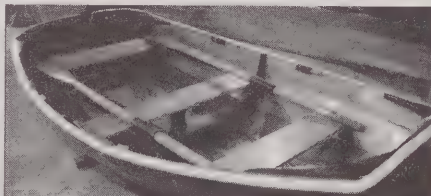
**17' Devlin Oarling Rowing Dory**, 1 yr old, used twice, always garaged, absolutely like new. Piantadosi oars & sliding seat, varnished inside, hunter green hullsides, full cover. \$3,500. Will deliver within reason.  
BOB MACNEILL, St. Petersburg, FL, (727) 867-5668. (8)

## CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



**Nutshell Pram**, 7'9"x4'3", beautifully blt, WEST epoxy, varnished. Skims like a leaf. \$1,195.  
ROGER HATCH, Newbury, MA, (978) 465-2005. (8)

**Klepper Aeriis II**, double folding sea kayak, '95 skin in exc cond, factory reconditioned frame & rudder. Incl '95 Klepper carry bags & paddle, S-4 sail rig, & BOSS System (never used) which turns it into a sailing trimaran that folds into 2 bags. \$3,499.  
FRANK CLOUSE, Southboro, MA, (508) 481-9314 before 10pm. (8)

**9'8" Flat Bottom Rowboat**, Steve Redmond's Tetra design as shown on page 120 of Tom Hill's book *Ultralight Boatbuilding*. New, never used. Lapstrake marine ply w/WEST System. Painted white w/green interior. Cetol on seats & mahogany trim. Looks sharp. \$850 (partial trade for Macintosh Computer equipment considered).  
LARRY DOW, Eliot, ME, (207) 439-8488. (8)

**16' Alden Ocean Shell Single**, Oarmaster & oars. Blt '86, gd cond. \$500  
REBECCA or J.C. HALL, Plymouth, MA, (508) 224-8539. (10)

**Catalina 22**, '77, vy clean, new cushionms, many upgrades, singlehandedable, LR trlr, auxiliary. \$3,700.  
WAYNE SMITH, Columbus, NJ, (609) 267-0970. (9)

**12' Crestliner Skiff**, tilt trlr w/spare tire, 9.8 Mercury OB, all in exc cond. \$1,250/BO.  
NATHAN ZOLL, Beverly, MA, (978) 922-4002, or (207) 384-4896. (9)

**Marshall 22' Catboat**, new Thurston sail '94, rblt Atomic 4 '88, holding tank, ss radio, Optimist stove, full trim, bronze & ash rubrail, extensive race & cruise record. In water in Greenport, NY. Exc cond. \$11,500.  
PERRY BENDICKSEN, Greenport, NY, (516) 477-2285. (9)



**15' 10" Wayfarer**, '83 Ian Proctor design camp cruiser/racer. FG hull, alum spars, lk new sails, alum trlr all in grt shape. Located Orange Cty NY. \$2,850.  
JIM MURRAY, New York, NY, (212) 477-6606/ (914) 446-5560. (8)

**Folbot Greenland II**, folding dble sea kayak; 17' long, 34" beam, 16" deep w/all accessories; well maintained in gd cond. \$1,600 invested, will accept \$895. This is a grt paddling boat; perfect for camp cruising or just messing about. I'm letting it go because I recently bought a canoe to troll streamer flies for trout and salmon & I can't afford to keep them both.  
JACK KUSZAJ, Norton, MA, (508) 285-8218 days, (508) 285-7614 eves. (9)

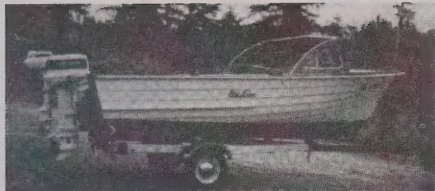
**Windsurfer**, full size O'Brien. Grt to learn on. Exc cond. \$400.  
BILL RUTHERFORD, Metuchen, NJ, (732) 494-9499, email: <brutherfor@HNTB.com> (9)

**16' Rebel Mk II**, '69, vy solid boat, cld use minor cosmetic repairs. Sails, 5hp OB & trlr gd. Stored 15yrs. Asking \$1,600.  
HAROLD BERJOHN, Peoria, IL, (309) 692-4250. (8)

**Wave Excel Kayak**, kevlar 19' long, 18" beam, 29lbs. Capable of sustained speeds of 7-9mph. Won Blackburn Challenge '97. Exc cond. \$1,500.  
**Werner Pegasus Wing Paddle**, 218 carbon blade & shaft. Exc cond. \$250.  
RICHARD BRIDGE, Rt. 3 Box 184A, Laurel, DE 19956, (302) 875-0879. (9)



**18' Lyman Islander**, sidesteerer blt '52, w/ Graymarne Model 4-75 IB. Totally restored in beaut cond. Incl custom tandem trlr. \$4,800.  
WICK THOMPSON, Pt. Charlotte, FL, (941) 625-9720. (8)



**17'2" Classic Wood Old Town**, lapstrake cedar planked, ash ribs, mahogany deck, gunwales & ventilating windshield. 30hp & 4hp Johnson OB's, vly few hrs use. Never in salt water. Shoreline trlr, electric winch. Mooring cover, many extras. Once in a lifetime boat in mint cond. \$8,000.  
JOHN SCHMIDLIN, RFD#1 Box 351, Machias, ME 04654, (207) 255-3778. (8)

**18' Ideal 18**, perfect keel daysailer. Main w/jiffy reef, self tacking jib w/Harken roller furling, spinnaker, sail covers, tiller cover. All Harken. On trlr, w/small OB. All mint cond. Asking \$8,500. Boat in Sout hwest Harbor, ME. **Pat Moore Reverie Solo Canoe**, w/ash trim, 2 saddles (small & medium), kneeling pad, Moore paddle & fleece paddle bag, thwart bag. \$750.  
EDWARD FEINBERG, Brookline, MA, (617) 734-6507. (9)

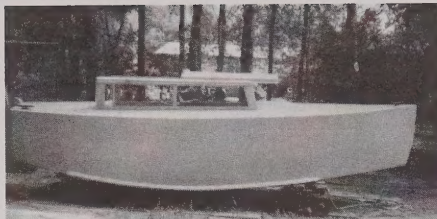
**17' Wood/Canvas Kayak**, traditionally blt hard chine shallow V bottom, spacious cockpit. Yellow & white, nice cond. W/Folbot take-apart double paddle. \$250 firm.  
BOB HICKS, Wenham, MA, (978) 774-0906. (8)



**22' Herreshoff Eagle**, classic gaff rigged topsail sloop. Black hulled beauty, w/OB, trlr. \$9,500. Will consider trade for Trump/Eagle tri.  
JOE LA GRASSO, Fenton, MI, (810) 750-9188. (9)

**Shellback Dinghy**, '94, glued lapstrake mahogany construction, Joel White design. Sailed regularly w/balanced lug. White w/green sheerstrake. Out with the old, in with the new. \$1,200.  
DAVID BEDRMAN, S. Miami, FL, (305) 661-3987 home, (305) 661-7711 work. (9)

**Mud Hen 17**, 17'4"x6'3"x6" (board up) 3'6" board down, 155sf gaff rig w/folding mast. Ideal beach cruiser. Current base pnce \$10,950, will sell for \$5,000 w/galv trlr, 2.7hp Cruise N Carry OB, & sail cover.  
HENRY C. MASSENBURG, Horse Island, SC, (803) 838-2550. (9)



**Paradox**, featured in *Messing About in Boats*, by Don Elliott, designed by Matt Layden. It has cabin & lift out hatch for easy access to cabin. FG & epoxy throughout. Also w/mast, yard, & boom w/roller-reefing-spool, but no sail. Never launched. \$795 OBO. Must sell (price is less than half of materials).  
KEN KLINE, 1671 Hetras Ln., Spring Hill, FL 34610, (352) 754-9507. (9)

**12' Beetle Cat**, in water & sailing. Fair cond. \$950.  
**13-1/2' Wenaumet Kitten Catboat**, compl but nds work. Asking \$800. **22' Marshall Catboat**, storm damaged on starbd side (molded section from Marshall to repair this incl), 3cyl Yanmar 36M diesel, compl rig incl mast, boom, gaff, sail & sail cover, cockpit & interior cushions & damaged dodger. \$9,500.  
JOHN WHEBLE, Kingston, MA, (781) 585-6962. (9)

**'60 Pearson Electra 23' Sloop**, full-keel FG classic. 2nd owner, always in fresh water. In the water, racing weekly. 4hp OB, cradle. \$2,500 or make an offer.  
JIM HANSON, Sheboygan, WI, (920) 458-5852. (9)

**16' Alden Appledore Cape Horn**, 2 piece (9' & 7') nesting peapod w/or w/o Onboard sliding rigger & oars. Navy blue FG w/wood trim, flotation, structurally sound, nds cosmetic work. \$600 compl, \$400 boat only.  
RICK MULLER, New York, NY, (212) 254-1338. (8P)

#### BOATS WANTED

**'50's Healy Sportsboat**, wood, imported by British Marine Products, Port Washington, NY.  
RAY STOCKWELL Weatherby Lake, MO, (816) 587-7484, Fax (816) 587-7484. (9)

**Nesting Dinghy**, or folding, ie. Britannia, in vy gd cond.  
HAROLD SILVERMAN, New York, NY, (212) 840-6921. (9)

**Drascombe Scaffie or Dabber**, or similar row/sail boat.  
BART HOSKINGS, Salem, MA, (781) 860-4375 days, (978) 744-7860 eves. (9)

#### SAILS & RIGGING FOR SALE

**Sail Track**, bronze 11/16"x63' in various lengths, screws & slides. \$50. Goosenecks, 2 bronze for rect spars. \$25 ea.  
ROBERT KUGLER, Westport, MA, (508) 636-2236. (9)

**Dacron Main & Jib**, 150sf ideal for small boat project this winter. Main 20'6" luff, 9'9" foot, approx 100sf; jib 15' luff, 7' foot, approx 50sf. Little used, exc cond. \$200 firm.  
BOB HICKS, Wenham, MA, (978) 774-0906 6-9pm best. (TF)

#### SALES & RIGGING WANTED

**Mainsail for MacGregor 17**, made by Venture. In gd shape.  
JOANTHAN BRADLEY, N. Monmouth, ME, (207) 933-3536. (9)

**Small Gaff/Sprit Rig**, sail approx 120sf, w or wo/ spars.  
GRAHAM MC KAY, Amesbury, MA, (978) 388-2950. (9)

**Tanzer 14, Genoa, Spinnaker**, also motor mount.  
NOAH SMITH, P.O. Box 70, W. Chesterfield, MA 01084, (413) 296-4054. (9)

**Dovkie Sail & Aluminum Spars**.  
PAUL LEFEBVRE, 1615 SW 58 Ave., Gainesville, FL 32608-5354, (352) 376-4977. (9)

#### GEAR FOR SALE

**16' Swampscott Dory Mold**, 4' beam, narrow transom, 3 side strakes w/soft chines (like Gardner's taped seam dories). Foam core FG, 4 hulls pulled, ready for yours. \$200.  
MIKE RUSSELL, Norfolk, VA, (757) 423-0387 wknds or lv message. (9)

**'60's Johnson OB**, 3hp long shaft. Runs. \$100.  
PAUL MEYER, Addison, ME, (207) 483-4073. (8)

**Shipmate #211 Wood/Coal Stove**, totally restored to lk new cond. Height 19", width 21", depth 15". Oven is 9"x9"x8" high. \$500.  
BOB SEVIGNY, Scituate, MA, (781) 545-4929 eves, (781) 871-2623 days. (8)



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DESIGN WORKS, Dept. MC, Box 880, Silver Spring, MD 20918. (TFP)



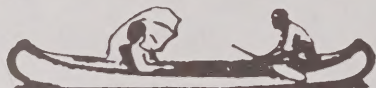
**New Workboat Canvas Products!** Multi-Use Workboat Bucket, heavy canvas, top & bottom handles for bailing, 13"x 11". \$18. Workboat Rigger's Bag, 30 pockets, triple bottom, U.S. made, 14"x 11". \$36. Workboat Dory Bag, dble bottom, heavy canvas, made in Maine, 16"x 17". \$44. S&H only \$4.75 when you mention *Messing About in Boats*. Order toll free 1.800.626.1535 or email [watermrk@ime.net](mailto:watermrk@ime.net). Full color catalog \$2 free w/ your order. (TFP)

WATERMARK, P.O. Box 368, Eliot, ME 03903.

**16' Swampscott Dory Building Mold**, 48" beam, 3 side planks, smooth chines (like Gardner's taped-seam dory), tombstone transom (not for OB). \$200 OBO. Boats from this mold have proven fast & sea-worthy. MIKE RUSSELL, Norfolk, VA, (757) 423-0387 wknds or lv message. (8)

#### GEAR WANTED

**Weedless Prop**, for Seagull Forty Plus, '56/67 SJP (black tank). BOB ABRAMSON, Stonington, CT, (860) 535-3699, email: [crapa@worldnet.att.net](mailto:crapa@worldnet.att.net) (8)



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#### BOOKS & PLANS FOR SALE

**Row to Alaska by Wind & Oar**, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)

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GLEN-L, Box 1804/MA8, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 562/630 6258, fax 562/630 6280, [www.glen-l.com](http://www.glen-l.com). (TF)

**The Odd-A-Tea**, by Tom McGrath. Wandering the New England Coast like Ulysses in *The Odyssey*. Paperback, profusely illustrated.

TOM MC GRATH, Lynn, MA, (781) 592-9843. (TF)

**Plans**, for Ian Oughtred Caledonia. Never used. \$75. LEANDER HARDING, Stamford, CT, (203) 323-7539, [charding@netaxis.com](mailto:charding@netaxis.com)

**Chart Your Course**, through New England's maritime heritage. Send for your FREE copy of *Maritime Museum News*.

CUBBERLEY & SHAW, Box 607AB, Groton, MA 01450-0607. (8P)

**Used, Rare, Out-of-Print Nautical Books**, send for free list. Search service.

JUST BOOKS, RR2 Box 214, Mt. Vernon, MO 65712, (417) 466-4282. (8P)



**Dory Plans**, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

**\$200 Sailboat**, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411-7850. (TF)

**I Hear You Bought a Boat**, Tom Shaw's book written for the new boat owner, though veterans may glean some useful info. Give a copy to a friend just starting out in boating. \$3 incl mailing. TOM SHAW, 3915 Appleton Way, Wilmington, NC 28412, (910) 395-1867. (TF)

**"Sleeper"**, 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

**From My Old Boat Shop**, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.

WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

#### BOOKS & PLANS WANTED

**Snark/Mayflower Sailing Dinghy Owners Manual**, also dimensions & profile trace of daggerboard.

RICHARD ELLERS, 426 Central Pkwy, Warren, OH 44483-6213 (No Phone Calls Please). (8)

**Old Canoe Catalogs.**

LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-2628, (302) 653-9487. (TFP)

**Wanted Books & Plans:** Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.

THE BOAT HOUSE, 15 State St., Newburyport, MA 01950, (978) 462-2072. (TFP)

#### MARINE RELATED ITEMS FOR SALE

**Cape Cod Rental**, 3 BR cottage on salt water pond connecting to Waquoit Bay & the National Estuarine Sanctuary. Rowing, sailing, kayaking, birding. Shallow draft boats, mooring. Available June, July & Sept. \$600-\$800/week.

DEB WILLIAMS, PO Box 1031, Norwich VT 05055, (802) 649-2204 eves. (9P)

**Summer Rental**, house on Swan's Island, ME nr Acadia national park. 3br, bath, kitchen. View of harbor, hiking on property & many other places on island. Fresh water swimming in nrby quarry, grocery store on island. 2 sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat-Sat.

IVER LOFVING, after May 10, Box 366, Swan's Island, ME 04685, (207) 526-4121, (207) 773-9505. (TF)

**Free Acrylic Painting of Your Boat**, for MAIB subscribers only. I will nd snapshots of your boat (will return) & tel # to call so I can plan around what you want.

SAM CHAPIN, 3A 12th Ave., Key West, FL 33040, (305) 294-3168. (TF)



**Charter Pleiades**, 35' classic sailing yacht. Cruising for 4 on this beautiful vessel. \$1,100 weekly bareboat. Penobscot Bay, ME. GEORGE EVANS, P.O. 19, Isleboro, ME 04848, (207) 734-8139 eves. (9P)

**Sail a Catboat in Cape Breton This Summer**, bareboat charters, guided flotilla cruises and learn-to-sail vacations on Nova Scotia's Bras d'Or Lakes. Custom-built cold-molded Wittholz 17' and 20' catboats. For charter booking or boat building info: CAPE BRETON LAKE CHARTERS, Tel (902) 828-2476, Fax (902) 828-3065, e-mail: [pat.nelder@ns.sympatico.ca](mailto:pat.nelder@ns.sympatico.ca) (TFP)

**Interested in Small Boat Ministry?** Contact us. CRUISING MINISTRIES, INC., 6110 Florida Ave., New Port Richey, FL 34653, email: [graced@GTE.net](mailto:graced@GTE.net) (24P)

**Chesapeake Property**, 4 lovely, peaceful & secluded acres w/rancher in nd of repair on Maryland's lower eastern shore. \$47,500. Village of Wenona on Deal Island is a grt place to retire, bld boats, garden & watch birds w/5 minute walk to harbor, 30 minute commute to Salisbury, MD and 20 to Princess Anne. Weather is moderate & pleasant. Owner financing available.

TONY TOPOLSKI, Eden, MD, (410) 651-2555, ask about the Topolski property. (9)



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### Wooden Rowing Boats

9'0" Norwegian pram, oiled in & out, custom oars	\$750
10'4" Chaisson dory tender, new, Karbott built, oars	\$3450
11'6" Susan skiff, Rockport Artisans College, oars	\$625
12'1" Islesford round-bottom skiff, Spurling, oars	\$1100
12'4" Lawley tender, new, bright inboard, best spoons, cover	\$5750
12'4" Peapod, carvel planked, iron fastened, oars	\$1100
12'9" Catspaw dinghy, new, cover	\$3700
13'2" Whitehall, new, Eric Dow built, oars	\$5875
13'5" Amesbury skiff, new, Gardner, oiled inboard	\$2600
13'6" Jim Steele peapod, new, on order	
14'1" Joel White peapod, new, varnished rails, thwarts, oars	\$3750
14'10" Strawberry Banke dory, fresh paint & varnished rails	\$2200
14'10" Whitehall, carvel, fresh paint & varnish	\$3300
14'10" Whitehall, carvel, under construction	\$4650
15'2" Double Ended lapstrake pulling boat, new, cover	\$2950
16'1" English gig, new, bright in & out, best of everything	\$11600
16'9" Rangeley boat, double ended, CW Barrett, 4 oars	\$3500
17'0" Hankins Seabright skiff, 1990	\$2500
17'1" Double ended lapstrake pulling boat, oars	\$3600

### Wooden Rowing/Sailing Boats

10'9" Sunshine tender, new, Karbott built, sprit, oars	\$4800
11'5" Culler Sampan, junk rig, fresh paint	\$1995
11'9" Acorn skiff, show quality, sprit, cover, oars	\$5500
12'3" Bolger double enders (2), new & used, sprit	\$1350 & \$2100
12'7" Canadian "Quoddy" (Whitehall-like), new, sprit, oars	\$4250
13'6" Merrimac River skiff (Lowells), show quality, everything	\$5950
16'3" Boston Chandlers Whitehall (Chapelle), sprit, everything	\$7000

### Paddle Boats

10'6" Bryan design "Fiddlehead" decked canoe, new	\$1100
14'10" Perception/Aquaterra sea kayak	\$800
16'0" Whitewater canoe, new, WEST strip built	\$2500

### Fiberglass Rowing Boats

11'6" Round-bottom rower, new	\$850
11'7" Tender, high sided	\$600
13'6" Peapod, new, Eric Dow, teak trimmed	\$1900
15'6" Wherry, new, Lighthouse Boats, oars	\$1995

### Fiberglass Rowing/Sailing Boats

12'0" Sailing dinghy, American Fiberglass, everything	\$1125
16'0" B&S Whitehall, gaff sloop	\$2500

### Wooden Sailing Boats

12'0" Uffa Fox Fireflies (2), complete, excellent, each	\$1500
13'6" Old Town Whitecap, excellent, everything	\$4200
15'0" Cape Cod Nimblet, '30's sloop, trailer	\$1900
16'0" Miniature "Johnny Wood Boat" gaff aux schooner	\$3500
16'0" Herreshoff 12-1/2, gaff, gorgeous, everything	\$17000
17' Herreshoff Buzzards Bay 14, marconi	\$6900
17' Jonesport sloop, restored, everything	\$3750
17' Culler Kingston Lobster Boat, Artisans, double sprit	\$6900
20' Muscongus sloop, spoon bow, gaff, trailer	\$2750
21' No Mans Land double ended ketch, diesel aux, everything	\$6990
25' Dark Harbor 12, nice boat, gaff	\$6300

### Miscellaneous Boats

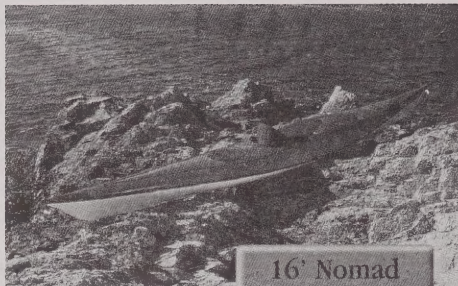
4 Chris Craft project boats
2 Zobel Sea Fox Seabright project boats
20+- Row & row/sail project boats

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